

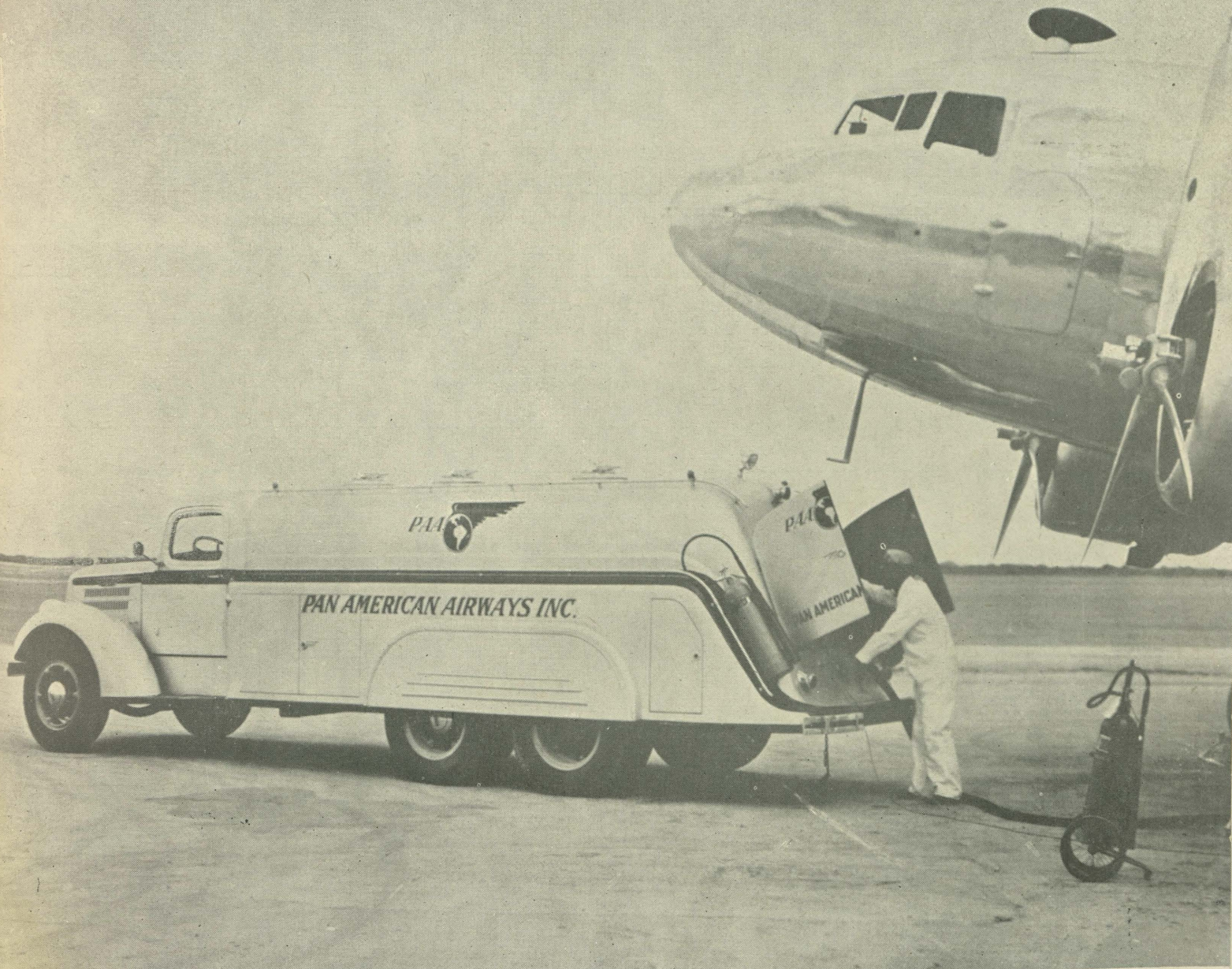
# FLORIDA

## Highways



FLORIDA'S MONTHLY STATE NEWS MAGAZINE

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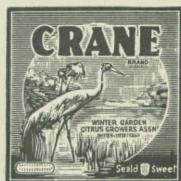
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FLORIDA



## Tolls Lifted As U. S. Takes Gandy Bridge

Gandy Bridge, which links Tampa and St. Petersburg across old Tampa Bay, became toll-free for the first time April 27 after the span officially passed into possession of the United States Government.

Thus was opened for motorists and public conveyances a free thoroughfare between the populous centers of Hillsborough and Pinellas Counties.

After more than two hours of argument on that date, Federal Judge William J. Barker signed an order awarding possession of the span to the government. Attorneys for the bridge company sought to have the proceedings dismissed on the grounds there had been insufficient negotiations for the purchase. The order awarding immediate possession followed a petition to amend an earlier condemnation suit.

As soon as the order was signed by Judge Barker, United States Deputy Marshal W. C. Crumbley served notice of possession on the Gandy Bridge Company in the person of George N. Sarver of St. Petersburg, secretary and treasurer, who attended the hearing.

State Road Department officials and other aides rode to the bridge, took possession and lifted the tolls.

Payment for the span will be shared by the Federal government and the State, which will maintain and operate it upon settlement of the condemnation suit which is scheduled for hearing May 17. Hurdling delay while the suit is pending, the writ of immediate possession was obtained on the certification of Federal Works Administrator Philip E. Fleming that toll-free commuting was necessary between St. Petersburg and Tampa, which is overcrowded with war workers and military personnel.

The bridge owners had been offered \$1,218,000 for the span, but the company's counsel contended this did not cover the right-of-way, franchise and physical value.

Gov. Spessard L. Holland expressed "deep appreciation" to Senator Claude Pepper for his successful efforts to free Gandy Bridge.

By breaking a housing bottleneck, lifting of tolls on the bridge linking Tampa and St. Petersburg "serves present war needs and future development of the State," Governor Holland told Pepper.

"Your own aggressive assistance in carrying the matter directly to the president was absolutely essential and I express my deep appreciation," telegraphed Governor Holland.

The war hasn't really started if you're afraid you might do more than your share.

George Riley: She's so homely that when she passes the Navy yard even the tug boats stop whistling.

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What is true, simple and sincere is most congenial to man's nature.—Cicero.

It has been estimated that Colombia's waterfalls could be harnessed to produce more than 4,000,000 horsepower.


Military purchases of U. S. food in 1943 increased 75 percent over 1942; supplies of U. S. food for Lend-Lease and export increased 57 percent.



# FLORIDA HIGHWAYS

Official Publication State Road Department—Florida Highway Patrol  
Florida Association of County Commissioners

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 12 MAY 1944  NUMBER 6

J. E. ROBINSON ..... Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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Address all correspondence to Florida Highways—not to individuals

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Colin C. English	Tallahassee
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J. Tom Watson	Tallahassee
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James R. Stockton, Member	Jacksonville
O. G. Lindsey, Member	Miami
C. Fred Ward, Member	Winter Park
H. H. Baskin, Secretary	Tallahassee
R. J. Waterston, Jr., Auditor	Tallahassee
T. M. Shackelford, Attorney	Tallahassee

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L. K. Cannon	Tallahassee
Assistant Highway Engineer	
E. C. DeGarmo	Tallahassee
Assistant Highway Engineer	
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Research and Records	
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R. C. Bannerman, Jr., Assistant	Bartow

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Jas. A. Winfield, Assistant	Lake City

### THIRD DIVISION

H. H. McCallum	Chipley
J. P. Herndon, Assistant	Chipley

### FOURTH DIVISION

N. S. Emery	Ft. Lauderdale
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### FIFTH DIVISION

P. L. Hoskins	DeLand
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## Department of Public Safety

### DRIVERS' LICENSE DIVISION

### HIGHWAY PATROL DIVISION

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Lieutenant Olin Hill	Tallahassee
Executive Officer	

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Highway Patrol Office	Bartow
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Highway Patrol Office	DeLand

### SOUTHERN DIVISION

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FLORIDA



## PASCO PACKING ASSOCIATION

PACKERS, CANNERS AND SHIPPERS

Oranges . . . Grapefruit . . . Tangerines

DADE CITY



FLORIDA



U. S. A.





# *Is Still* **Big Money** *in the* **ELECTRIC INDUSTRY**

The ordinary copper penny has lost a lot of its purchasing power these days—and even some of its copper. **But it still buys as much electricity as ever.**

For example, right now in your home a penny will toast about twenty slices of bread—or brew ten cups of coffee—or clean five big rugs—or run your refrigerator for several hours.

Rather startling what a penny will do when you think of it that way, isn't it?

Even though the cost of living has had many increases since the war started, **ELECTRICITY COSTS NO MORE TODAY**—despite increased prices of materials, labor and fuel oil.

Our tax bill too has increased and we are proud to be helping the war effort in that way.

Today, the average family gets about twice as much electric service for the same money it paid fifteen years ago.

All this didn't just happen, of course. It's due largely to the hard work, efficiency and experience of your friends and neighbors who man and manage this company. That's why a penny, spent for electricity, buys so much.

## **FLORIDA POWER CORPORATION**

**IN THE SERVICE OF CUSTOMER,  
COMMUNITY AND COUNTRY**



**American Fruit Growers  
Incorporated**



**Growers-Shippers  
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## ***Silver Nip*** **GRAPEFRUIT JUICE**

## **FLORIDA FRUIT CANNERS**

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**FROSTPROOF, FLORIDA**

**U.S. Grade A, packed under continuous  
inspection of U. S. Department of Agri-  
culture.**

## ***Silver Nip*** **GRAPEFRUIT JUICE**



# Transactions of Meeting of Florida State Road Department

## HELD AT SANFORD APRIL 10

The State Road Department held a regular meeting at Sanford on April 10, 1944, with the following attendance:

Thos. A. Johnson, Chairman; Jack F. Townsend, O. G. Lindsey, James R. Stockton, C. Fred Ward, Members; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Asst. Highway Engineer; W. A. Kratzert, Maintenance Engineer; N. A. Bryan, Jr., Federal Aid Engineer; E. S. Fraser, Bridge Engineer; W. M. Parker, En-

gineer Research & Records; C. J. DeCamps, Engineer Right of Way; J. W. Allen, John R. Slade, H. H. McCallum, N. S. Emery, P. L. Hoskins, Division Engineers; T. M. Shackelford, Jr., Attorney; Pat Shannon, H. O. Pemberton, Assistant Attorneys; R. J. Waterston, Jr., Auditor.

### APPROVAL OF MINUTES

On motion of Mr. Stockton, seconded by Mr. Lindsey, the minutes of the meeting held on February 28, Ocala, were approved.

### APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Townsend, seconded by

5209(4), 5927 & 5158(5)	8, 17 & 79
5209(3)	8
DA-WR 20(1)	22 Access
DA-WR 7(1)	184 Access
DA1WR 20(1)	22 Access
DA-NR 32-A(1)	608 Access

### APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates as here-

Mr. Lindsey, the following Supplemental

Polk	
Polk	
Orange	
Lee	
Orange	
Escambia	

inafter indicated receive bids for the construction of certain projects, and for the furnishing of certain materials, as herein-after listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the

### CONSTRUCTION

<b>Bids received Feb. 17</b>	
0308-105 & 0309-103	164
<b>Bids received Mar. 16</b>	
4902-901 etc.	10, 43 & 500
1204-103 etc.	25-27
DA-NR 32-B(1)	608
DA-WR 27(1)	604
DA-NR 33(1) & Job 7704-901	611-44
7701-105	3
DA-NC 28(1)	606

<b>Bids received Mar. 28</b>	
1700-901 Siesta Bridge	Sarasota

### BREVARD COUNTY—ROAD 219—PROJECT 7013—RIGHT OF WAY

On motion of Mr. Ward, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 219, in Brevard County, from Mathers Bridge to State Road 101, located and surveyed and has designated the same as Project 7013 and has prepared a right of way map of said project;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the

Metal Parts for Bascule Span

event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

### BREVARD COUNTY—ROAD 572—PROJECT DA-NR 34—RIGHT OF WAY

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 572, in Brevard County, located and surveyed and has designated the same as Project DA-NR 34 and has prepared a right of way map of said contract;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements

### APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Ward, seconded by Mr. Stockton, the following expense accounts of the members were approved and ordered paid:

Johnson, 1-5-44 to 1-31-44	\$31.70
Johnson, 2-1-44 to 2-29-44	36.83
Johnson, 3-9-44 to 3-11-44	15.85
Lindsey, 2-8-44 to 2-29-44	36.00
Lindsey, 3-1-44 to 3-28-44	48.55
Ward, 2-1-44 to 3-1-44	52.50

Agreements were approved:

L. J. & W. L. Cobb, Inc.	\$5,363.60 Inc.
M. C. Caddell	1,405.12 Inc.
Brinson Constr. Co.	1,000.00 Inc.
Cone & Manly	787.02 Inc.
Brinson Constr. Co.	211.00 Dec.
Hardaway Constr. Co.	420.00 Dec.

lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

R. C. Huffman Constr. Co.	\$158,710.54
L. J. & W. L. Cobb, Inc.	\$39,443.75
J. D. Manly Constr. Co.	50,428.94
Coggin & Deermont	27,667.53
Cleary Bros. Constr. Co.	27,218.75
Langston Constr. Co.	28,848.47
L. B. McLeod Constr. Co.	76,453.75
Jas. H. Craggs Constr. Co.	93,708.71

Virginia Bridge Company 5,256.00

for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department.

### DUVAL COUNTY—ROAD 553—PROJECT DA-NR 9 (4500)—RIGHT OF WAY

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 553, in Duval County, located and surveyed and has designated the same as Project DA-NR 9(4500) and has prepared a right of way map of said project.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department, that said County be, and it is hereby requested and authorized, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements

(Continued on page 60)



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# ***NOW IN PRODUCTION...***

---

## **New Mack Trucks for Civilian Pool:**

Because of urgent and mounting essential civilian needs, the War Production Board has authorized the manufacture of certain types of trucks for commercial use.

Assigned to Mack are models ranging from 9,000 pounds gross vehicle weight up to the largest off-highway vehicle. Production on some models has already started.

Military production continues, of course, in all Mack plants.

We will gladly give you detailed information. Just drop us a line, or phone.



*Mack Trucks, Inc., Empire State Building, New York, N. Y.  
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in all principal cities for service and parts.*

**IF YOU'VE GOT A MACK, YOU'RE LUCKY...  
IF YOU PLAN TO GET ONE, YOU'RE WISE!**



# ***Mack***

**TRUCKS**

**FOR EVERY PURPOSE**

ONE TON TO FORTY-FIVE TONS

— **BUY U. S. WAR BONDS** —



# EDITORIALS

“30”

**D**EATH CAME suddenly to Sam Ellis, editor of Florida Highways, Friday, April 28, writing finis to the career of one of the most widely known and respected newspapermen of Florida.

Mr. Ellis resigned the telegraph editorship of the Mobile (Ala.) Register in 1920 to come to Florida and accept a like position on the old Florida Metropolis, now the Jacksonville Journal. He served in this position for several years and after a sojourn in Cuba went to Pensacola as editor of the News-Journal. He covered the 1937 and 1939 sessions of the Florida legislature for the News-Journal and in this service added to his already wide State acquaintance the lasting friendship of prominent and influential men from every section of Florida.

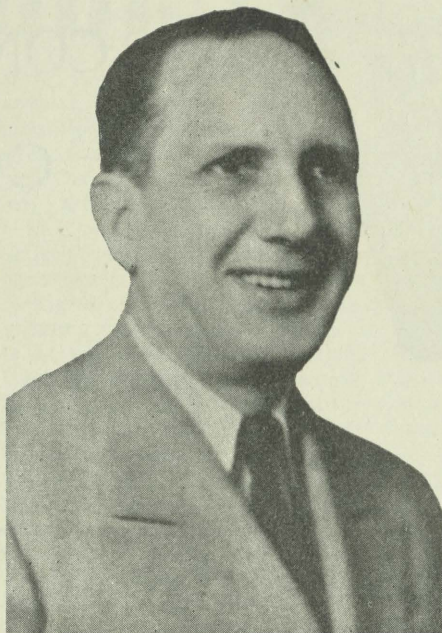
Mr. Ellis was given leave of absence by the Pensacola News-Journal in the early part of 1940 to handle publicity and advertising for Spessard Holland in his campaign for governor. A close friend of the present governor, Ellis gave unstintingly of his time and energy during that hectic campaign and became ill before the close of the second primary, when Holland received the nomination.

In 1941 Ellis became editor of Florida Highways and during the three years he has served as its editor the magazine has emerged from a small, uninteresting monthly to the most widely read news magazine published in Florida. Despite recurrent attacks of illness, Sam, as he was known to everyone, gave his time and thought to improving the content and appearance of Florida Highways.

Before he entered the hospital where he died suddenly on the operating table, he turned over his “dummies” and copy for the major portion of this issue, leaving unfinished only the editorial page. It is fitting that we devote his page to a tribute to his unselfish labor during these past years and an assurance that Florida Highways will carry on.

In the first issue of Florida Highways in its rejuvenated form in 1941, Mr. Ellis wrote: “Florida Highways must cooperate with the various State and civic agencies in the impartial dissemination of Florida information, in an endeavor to interest our own people in their government and their communities and new people in the State.”

We know every reader will concede that Sam Ellis adhered to that line. Through his efforts past issues



SAM M. ELLIS

1889

1944

of Florida Highways has brought to the attention of its readers the advantages of Florida, the resources and attractions of every section, the workings of departments of State for the benefit of the taxpayer, the resident and non-resident.

The policy adopted by Sam Ellis when he took up his duties as editor will be continued. That they were based on sound reasoning is proven by the success Florida Highways has attained in its three years of publication under his guidance. We restate the policy below and pledge its continued observance:

To authentically inform the public of the official activities, policies, purposes and intentions of the State Road Department of Florida, the Florida Highway Patrol, the Motor Vehicle Department, and other departments of the State government without cost

to taxpayers of the State.

To urge, encourage and promote complete cooperation between the public, State agencies and the Federal government in national defense.

To inspire efficiency, loyalty, courtesy and desire for intelligent public service among the officials and employees of the State of Florida.

To acquaint taxpayers with the manner in which their money is being spent for construction and improvement of highways, public works, public safety and the administration of other public affairs.

To advance public safety through coordination of education, engineering and enforcement.

To offer a medium for tourist information on highway conditions and to direct visitors to the various points of interest in the State over the shortest and most pleasurable routes.

To publicize the many historic spots, sportsmen's havens, rest resorts, natural phenomena and resources with which, heretofore, the State's visitors have been little acquainted.

To assist in the beautification of the State's highways, the conservation of its natural resources and the development of its industrial, agricultural and commercial possibilities.

## FLORIDA'S TRUCKS IN THE WAR

In this issue we are featuring the activities of trucking companies in this State, both public and private carriers. We feel our readers will be interested in reading of an industry that has had so much to do with Florida progress.



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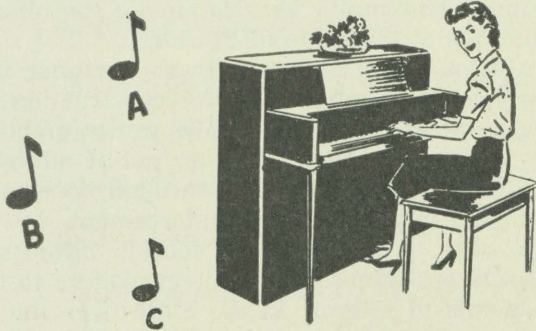
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## SONG OF THE ROAD



Three little notes on the scale form the basis for a great symphony of wartime bus travel . . . A, B, C. Trailways asks you to try them when you travel.

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- (B) Be prompt at departure day.
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# FLORIDA FOURTH ESTATE

## Blessing In Disguise

THE U. S. SUPREME COURT decision opening democratic primaries to negro voters could prove to be a blessing in disguise. Senator Andrews pointed to that when he commented, not untruthfully, that it might result in return to the convention system of nominating party candidates. For all its faults—which were by no means ineradicable—the convention system produced a higher breed of statesmen, and of public officials generally, than have come out of the primaries. Sufficiently safeguarded by laws against corrupt practices and operated under the glare of the pitiless publicity which attend such gatherings these days, there is no reason why a party convention should not do a far better job of offering candidates for the approval of the electorate than is now done at the polls.

By and large it can be argued that the voters, while occasionally falling for some pretty sad specimens, do pretty well on the average. For example, there could hardly have been improvement on the nomination of Spessard Holland as their choice for governor. However, a convention of delegates from the 67 counties probably would have done the same thing, Governor Holland's qualifications being widely known to all elements of the populace and his political support being as strong as his personal standing.

Except for men already in office and with satisfactory records, the probability that a convention would reach the same conclusion as a primary would not always hold true. Fred Cone would hardly have been chosen by a convention in 1936 and before that an untried and inexperienced aspirant like Dave Sholtz, who nevertheless made a good governor would most certainly have failed to triumph over Martin and Hardee. Although he now speaks complacently of returning to the convention system Senator Andrews himself would not be where he is had that method of nomination prevailed when he challenged former Governor Carlton for the unexpired term of the late Senator Trammell. On the other hand Senator Pepper very likely would have made the grade, his support at the time being much like that which gave strength to Governor Holland.

In this year's politics it is doubtful that a convention would hold the State in as much jeopardy as can be seen in the primary. The choice being what it is—and not necessarily limited to those who have announced—respon-

sible men, assembled in convention with a mission of seeking the best possible material for governor, would agree on either Graham or Caldwell as obviously the ablest of the lot, which would be no mistake.

In two-party States, conventions usually produce good nominees because each party has a motive in offering high class men as a means of winning the election. In Florida there is at present no such political incentive. However, if negro voting should force return to the convention system and corrupt or incompetent democratic nominees should result, this would promptly become a two-party State. And that is another blessing in disguise which the supreme court decision may bestow upon this and other States of the Solid South.—Ft. Myers News-Press.

## Whitehair's Letter

REFRESHING, INDEED, is the quality of good sportsmanship reflected in the congratulatory letter written by Francis P. Whitehair to Governor Holland on the eve of the latter's inauguration and made public today for the first time.

It will be recalled that the run-off between Governor Holland and the aggressive young DeLand lawyer had developed into a furious battle even before the first primary. As soon as the returns revealed that it was to be a Holland-Whitehair run-off, the two contestants bounded to the center of the ring, started slugging hard and kept slugging until the day for voting again arrived.

It was a campaign that stirred animosities all over the State as friends of the two men drew lines and started shooting. A few of those animosities may still simmer; most of them died with the campaign.

In the Whitehair letter there is no trace of bitterness. It shines with cordial magnanimity, setting an excellent example for all losers in political campaigns. It is a salute from a good loser in a fair fight who had the bigness to offer a helping hand to the winner if the winner should need help.—Lake-land Ledger.

## Cutting the Red Tape

GOVERNOR HOLLAND and his cabinet have worked out a brilliant deal that does much to relieve tax delinquency in the 11 southern counties of the State embraced in the area of the Everglades drainage district. In this rich farming area tax collection

has been very backward for some 15 years because the drainage district was ensnared in serious bond default. Meanwhile much land had reverted to the internal improvement fund of the State through operation of the 1937 Murphy law. Recently Governor Holland completed a long sought refund of the drainage bonds through the RFC. Taxes have been drastically reduced, future danger removed. There was a rush to buy land, particularly in light of the farming boom there, partly due to war conditions.

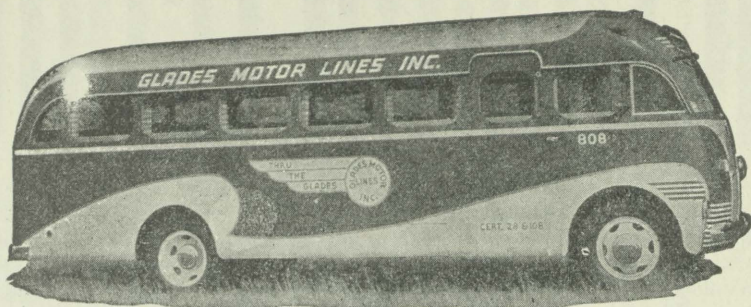
But prospective purchasers found themselves faced with the necessity of buying once from the drainage district, then having to start all over again and buy from the State.

Holland has worked out a deal whereby the two governmental bodies sell jointly, divide the proceeds, half the red tape purchasers must face. Minimum bid must be 10 times the 1941 assessed value, which had been put absurdly low to encourage tax redemptions in connection with the bond refund. Sales are at competitive public offerings.—St. Petersburg Times.

## Tampa Urging 79 Construction

TAMPA COMMERCIAL interests are now urging continued construction on highway 79 from that city to the Polk County line and no doubt some definite action will be forthcoming during the summer months. The trade territory to the east of Tampa is very essential to the business interests of that city but there has been a lot of delay in the procurement of the right-of-way. In the meantime work proceeded on the remainder of the route in Polk County. Within a few weeks a good road will be available from Mulberry to Lake Wales. However, in the meantime the Scenic Highlanders and J. F. Townsend, along with the efforts of Governor Holland, succeeded in getting the road north completed and much of the trade which formerly went from here to Tampa is now going to Orlando. This fact will no doubt add considerably to the enthusiasm of Tampa business men in their effort to get the link from Tampa to Mulberry now completed. Ridge trade, when it goes out of town, will seek the easiest and most comfortable route to travel and at present that is to the north with the capital of Orange County as the objective. Tampa merchants can recapture some of this business but it will require the completion of Road 79 from Mulberry on into that city to get it.—Lake City Reporter.





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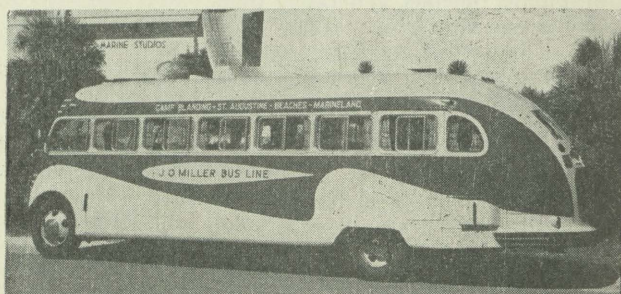
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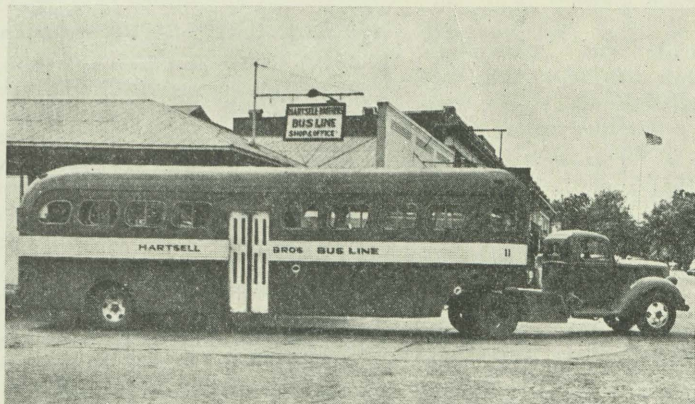
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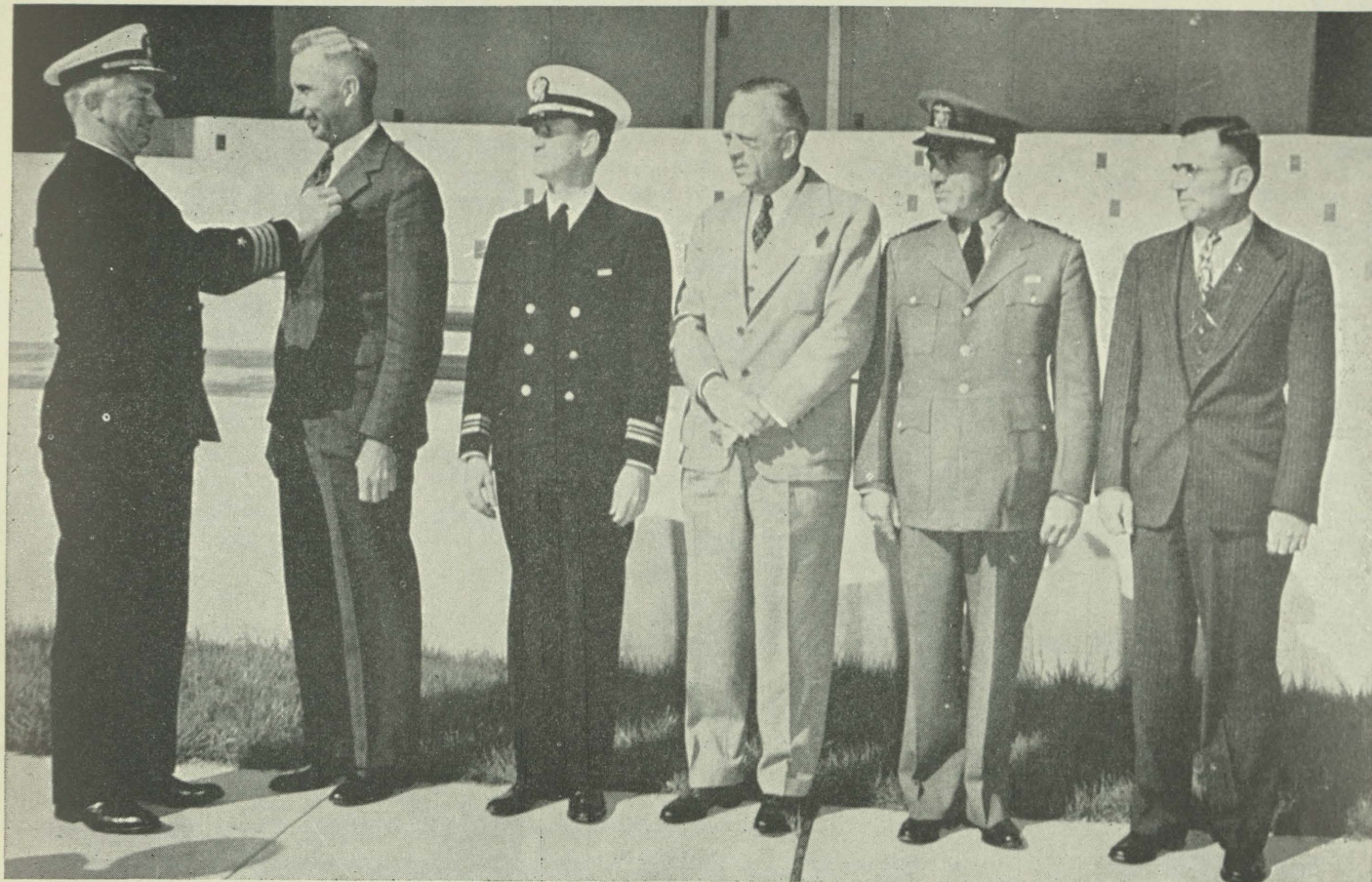


Photo by Public Relations Office, U. S. Naval Air Station, Jacksonville.

Heads of three companies responsible for construction of the Jacksonville Naval Air Station and other large naval aviation contracts in Florida received, in behalf of their employes, a Meritorious Civilian Service Award offered by the Navy's Bureau of Yards and Docks during a brief ceremony at the air station. Here Captain Gavin, commandant of the station, is shown pinning one of the button-awards on George H. Hodges, president of the Duval Engineering and Contracting Company of Jacksonville. Standing beside Mr. Hodges is Lieut. Comdr. Earl H. Thouren, station public works officer and officer in charge of construction, while waiting to receive an award is George D. Auchter, president of the George D. Auchter Company of Jacksonville. Next in line is Lieut. Comdr. Robert E. Crosson, contract engineer, while on the extreme right is John E. Davis, vice president of the Batson-Cook Company of West Point, Ga.

## MCS Badges Awarded Officials . . .

**B**ECAUSE THEIR SERVICE at the Jacksonville Naval Air Station was characterized "by excellence over and beyond the normal required duties," employes of three civilian construction companies have been awarded the U. S. Navy Bureau of Yards and Docks' Meritorious Civilian Service Badges.

Officials of the three companies, George H. Hodges, president of the Duval Engineering and Contracting Co.; George D. Auchter, president of the George D. Auchter Co., and John E. Davis, vice president of the Batson-Cook Co., received the badges during a brief ceremony at the air station.

"The chief of the Bureau of Yards and Docks, upon recommendation of a local board, has awarded to you and to certain of the employes of your respective companies the Bureau's Civilian Service Award, in recognition of outstanding services performed in the construction of this station," declared Captain Arthur Gavin, commandant, as he extended congratulations while awarding the badges. Present also for the ceremony were Lieut. Comdr. Earl H. Thouren, public works officer and officer-in-charge of construction at the air station, and Lieut. Comdr. Robert E. Crosson, contract superintendent.

The ceremony was held in the band shell at the station where, on last April 17 the same three company officials, before a throng gathered to pay them tribute heard Vice Admiral Ben Moreell, chief of the Bureau of Yards and Docks, declare that "they are the embodiment of the spirit which will carry us through successfully" as he presented the Army-Navy "E" award for excellence in wartime construction.

Jacksonville is the home of the Duval Engineering and Contracting Co., and the George D. Auchter Co., while the Batson-Cook Co. has its headquarters at West Point, Ga. (Continued on page 49)



# Florida's Trucks In The War . . .

**W**HAT PART ARE Florida's 81,844 trucks playing in the war effort?

To this question the average Floridian would certainly give an answer astonishingly wide of the mark; the reasonably well-informed businessman would probably toss off a highly inaccurate guess, and even many men intimately associated with the trucking industry would be likely to underestimate the truth by a substantial margin.

Day and night, day in and day out, Florida's huge fleet of trucks rumbles along our excellent highways in a bewildering pattern of transportation that is making a major contribution to our Nation's war effort. Make note of that—"in the Nation's war effort"—not just Florida's share of it.

Because Florida is geographically positioned for a strategic place in war activity, our State naturally has been the scene of vast transportation movements that rival those of any other part of the country, with the possible exception of the great and concentrated war production centers and the major embarkation areas.

The movements within Florida have fallen naturally into four divisions:

1. Transportation directly concerned with the movement of the men and materiel of the armed services and handled almost exclusively by the automotive equipment of these services. Excepting to note that Florida's good roads have greatly facilitated this movement, particularly during the crucial early days of the war, and have, in turn taken a terrific pounding from military traffic, this division is not the concern of this article.

2. Transportation directly connected with the war effort in the movement of finished war production via civilian carrier from manufacturing to assembly points and from assembly to final distribution points. This classification also includes the transport of vast quantities of supplies and materials incidental to war activities within

By **W. OLIN STAMPS, Jr.**

President, Florida Trucking Association

Florida, especially the construction and supply of camps, air and naval training stations and bases, etc.

3. Transportation of foodstuffs including such perishables as milk, meat, eggs, citrus and truck crops and the tremendous variety of other items of human use and consumption.

4. Miscellaneous transportation such as commercial and industrial deliveries, local farm trucking and numerous others which, though sharply curtailed are still necessary. These fall within a category which, by virtue of their diversified character cannot be measured with any degree of accuracy.

Little need be said of the obvious importance of the military movements early in the war when Army and Navy equipment was rushing men and materiel to defense outposts, camps and bases in a desperate effort to meet the emergency of unexpected war. The full story of the service given by common, contract and private truck carriers during this period may never be told but it was enormous and vital to the quick arming of our outposts.

It is in the less spectacular but more gruelling days since that first storm of excited activity that truck transportation has proved its worth in Florida . . . days of manpower and material shortages, equipment breakdowns, freight congestion and constant headaches. Yet the Florida trucker, like the professional trouper obeying the unwritten injunction "the show must go on" has followed his own unwritten law—"They must keep rolling!"

They have kept rolling! The show has gone on! And one of its most brilliant acts has been played behind the scenes, totally unknown to the public and almost unknown to the trucking industry itself. This has been the highly effective functioning of motor transport in

creating war production lines hundreds of miles long in Florida.

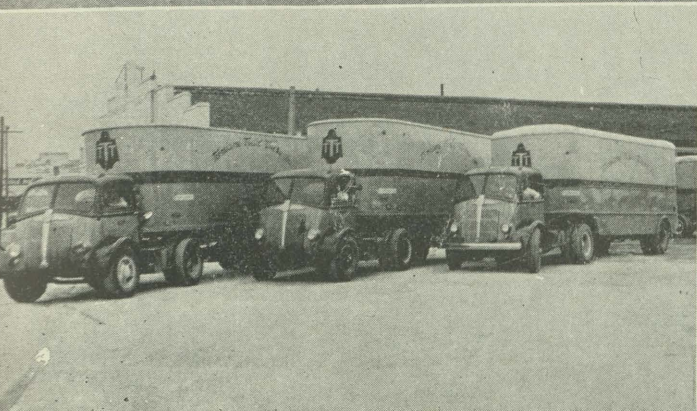
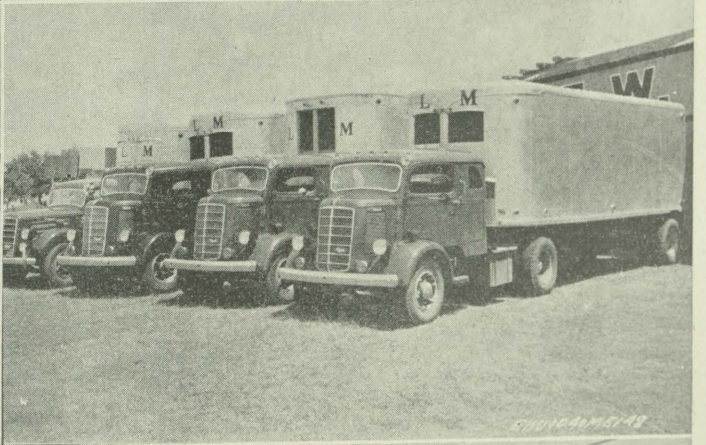
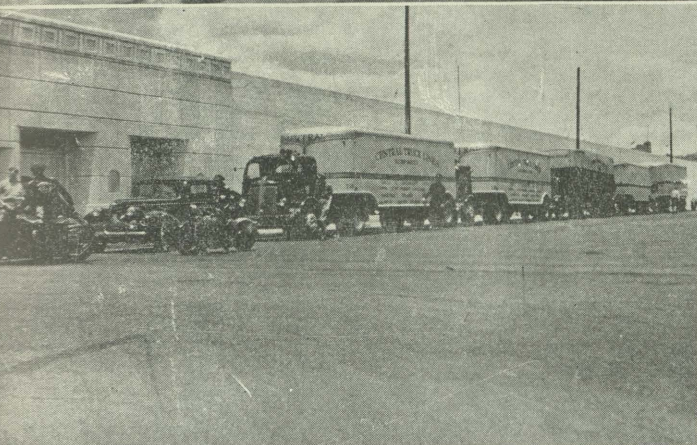
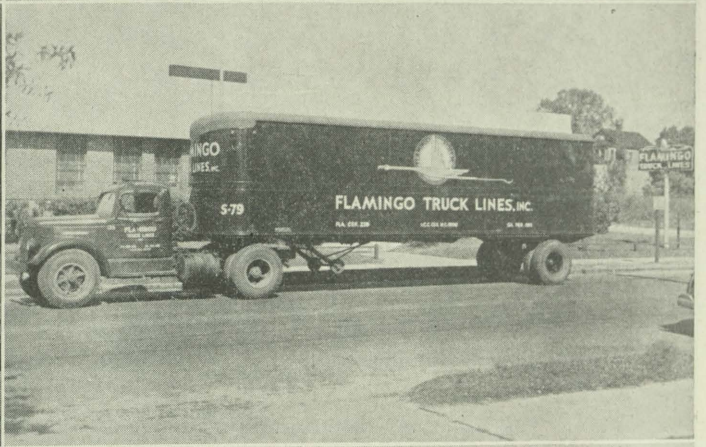
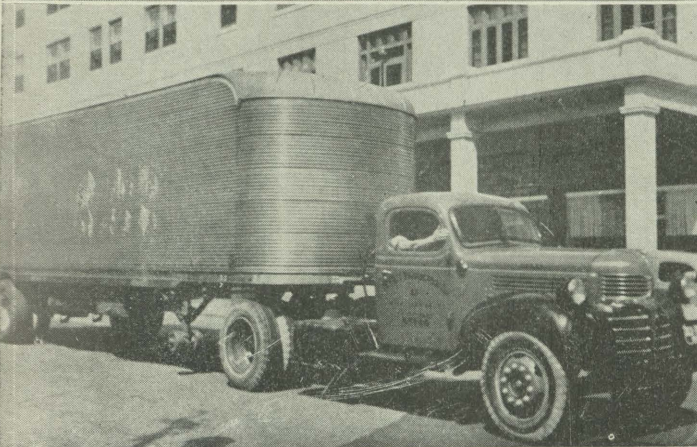
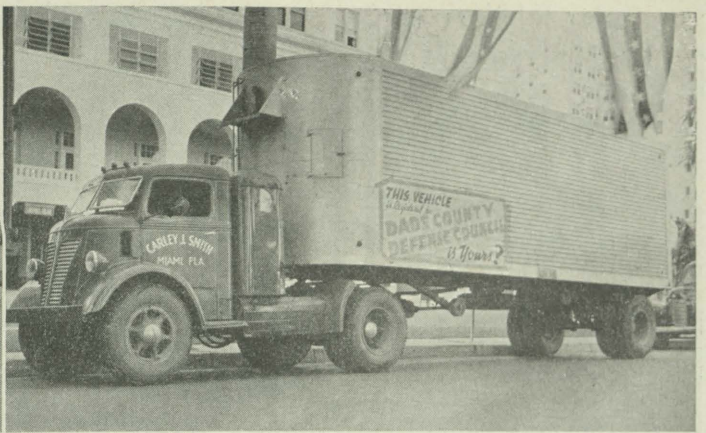
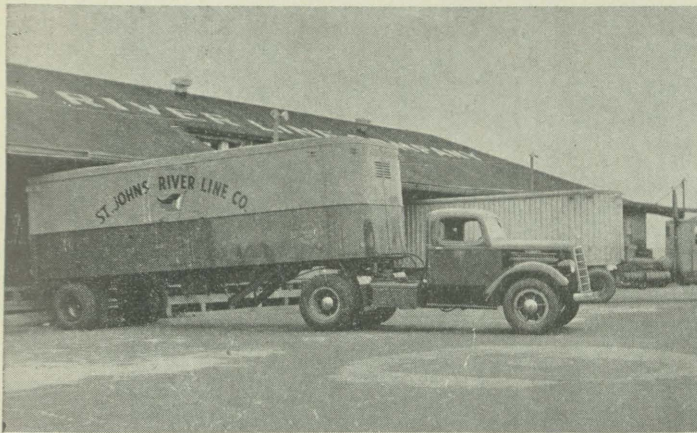
Our State's lightly developed and scattered industry and the great distances between industrial points would have prevented many Florida industries from becoming useful war producers had it not been for Florida's truck services. But because of them it has been possible to coordinate production capacity in a number of widely divergent points within our State. Many small Florida machine shops, foundries and other potential war production units, anxious to do their share have been able to work effectively together because of truck service on which, incidentally, they have been almost wholly dependent. Thus it has been possible for a machine shop in Orlando to produce parts for a war contractor in Tampa, for a foundry in Jacksonville to supply castings for a Miami shipbuilder.

The value of this coordination becomes more evident when one realizes that the utilization of these decentralized production units has eased the manpower situation in the larger centers, has reduced overcrowding of the major cities and has enabled families to live at home under normal conditions while giving full service to the war effort—all because of the speed and efficiency of Florida's growing truck lines.

Apropos of this point, it is significant that out of Florida's 2,600 cities and towns, 912 communities, or 35.1 percent are not served by railroads. Key West, for example, with a population of 30,000 is 169 miles from the nearest railroad. Key West is Florida's southernmost defense bastion, a naval base of extreme importance and a key point in our hemispheric strategy. All of the tremendous quantity of supplies and shipment from this point must move by truck or by water—mostly by truck.

Jacksonville Beach, with a population of 5,700 is 22 miles from the nearest railroad; Lynn Haven, with 7,000 population is seven miles from rail service. Bristol,

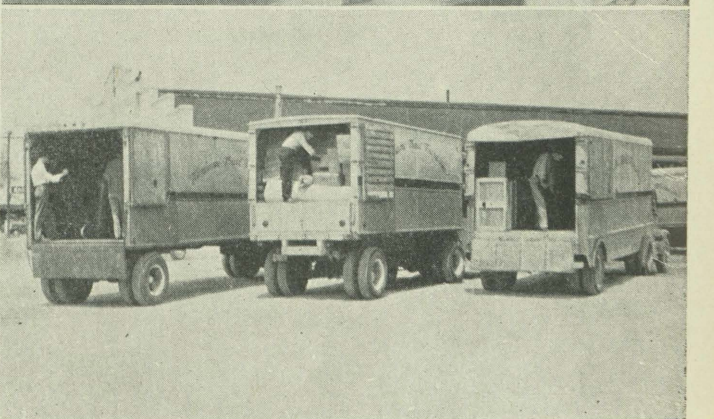
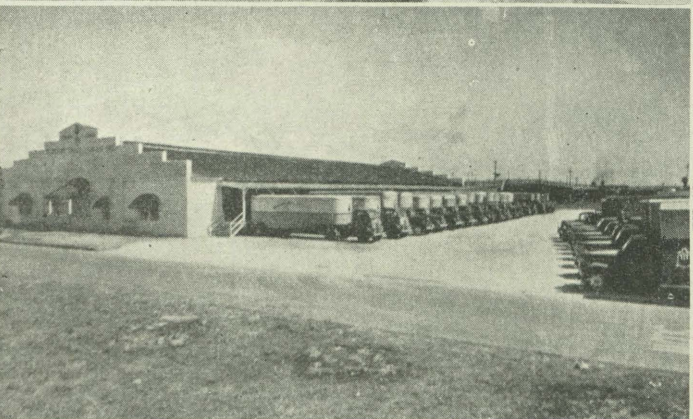
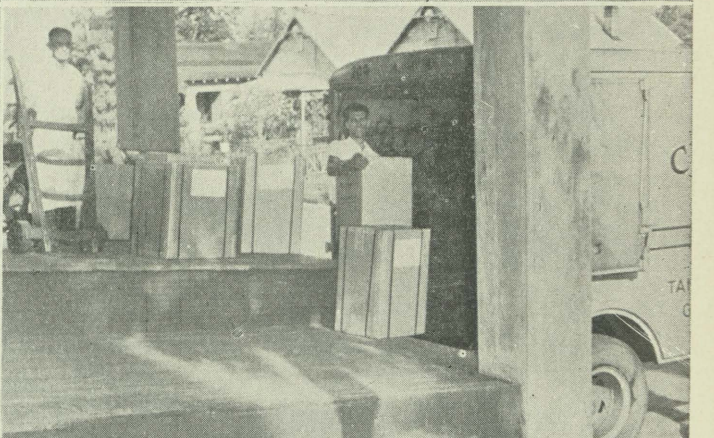
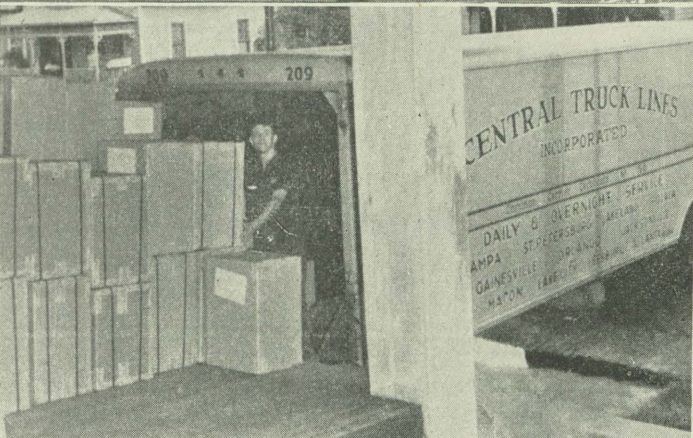
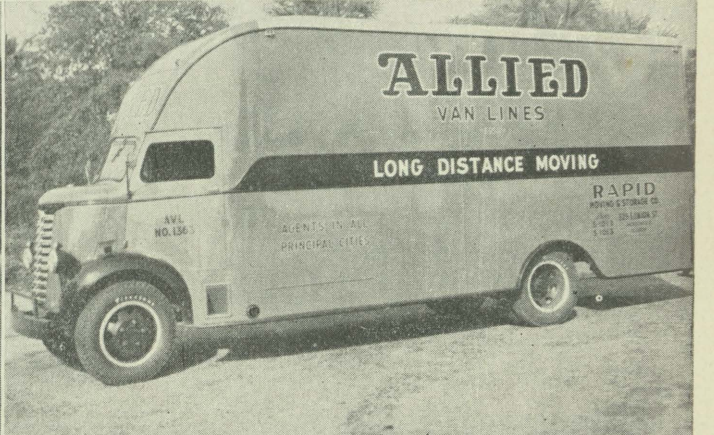
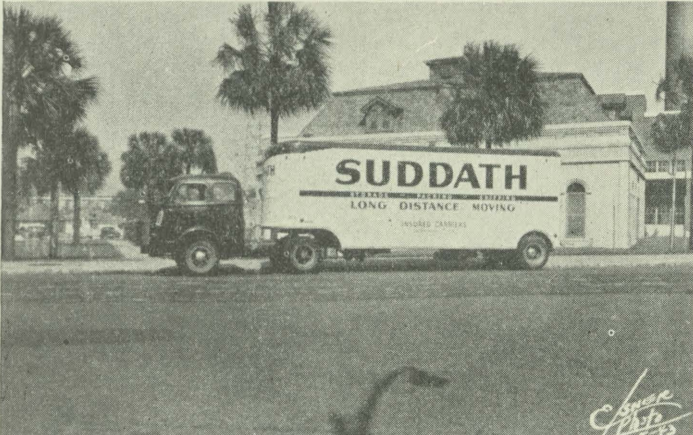
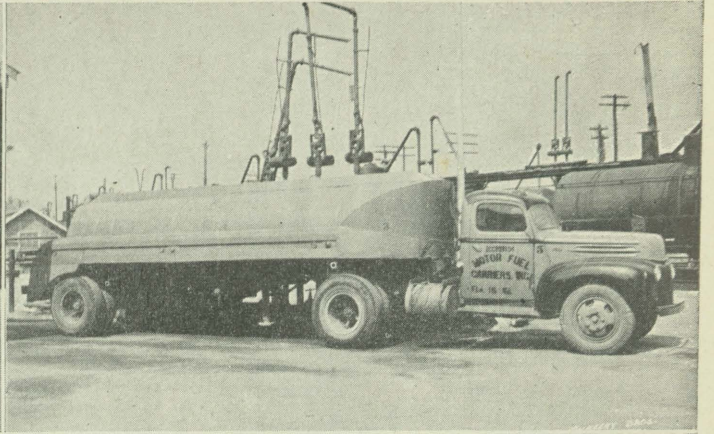
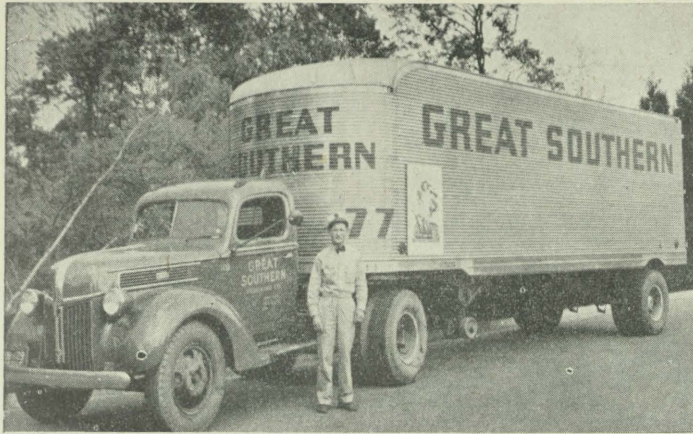




Common carrier truck lines of Florida have worked miracles in keeping their rolling stock moving in spite of war and manpower shortage. With Uncle Sam calling for a speeding-up of transportation, while at the same time issuing restrictions on the use of gasoline and tires, carrier have overcome tremendous difficulties to get freight to its destination on time.

Due to Florida's lightly developed and scattered industry and the attendant great distances between these industrial points, many of our manufacturers would have been prevented engaging wholeheartedly in the war effort had it not been for the highway transportation companies serving this State. Because of the service offered by these highway freight lines, it is possible to get plant-to-plant delivery of any materials needed without loss of time.

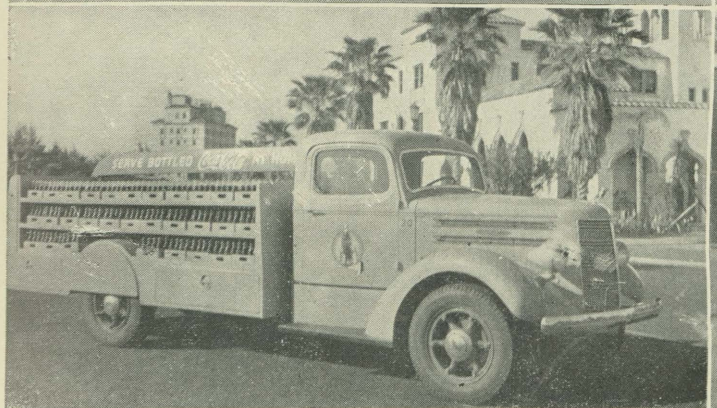
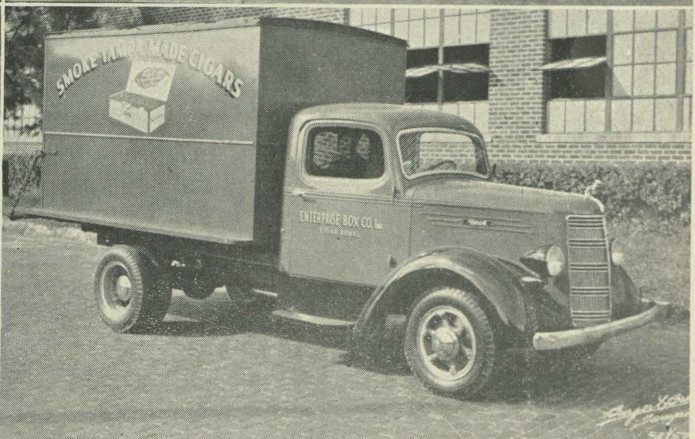
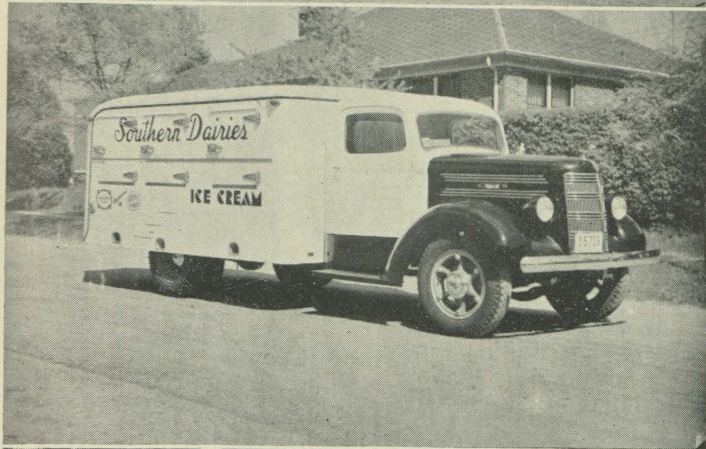
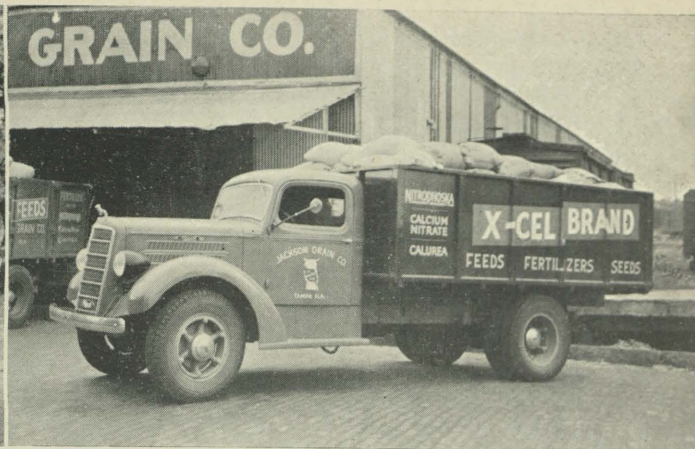
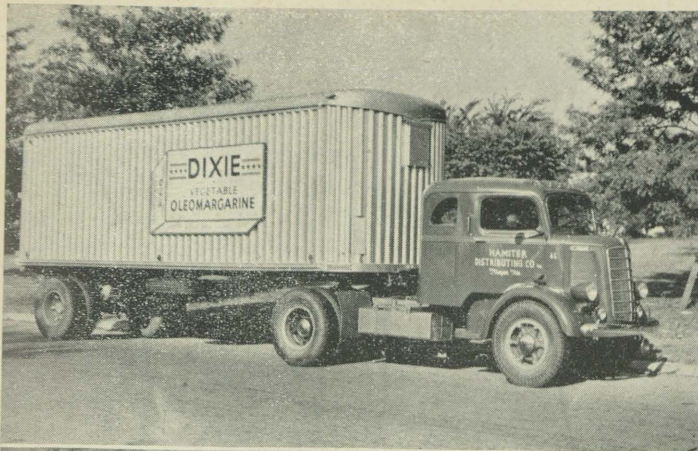




Florida's trucking industry includes some 90,000 trucks and employs over 200,000 persons. The great importance of trucks cannot be measured as much by the amount of goods they haul, however, as by the particular important services they fulfill in short hauls and terminal distribution and collection. The trucking industry has played its part in the prosperity that has come to Florida because of the war.

Out of Florida's 2,600 cities and towns, 912 of them are not located on railroads. Perhaps the one outstanding example of this is Key West—it is located 169 miles from the nearest rail point, resulting in this city being dependent almost entirely on highway transportation since the hurricane destroyed the rail line across the keys.





In 1940 (last available complete figures) motor trucks in Florida paid \$6,750,000 in gasoline taxes and \$2,318,520.45 in license taxes. The number of trucks and the amount of gasoline now being used by them has materially increased. However, taking an average of \$8,000,000 a year for five years, one gets an idea of the tremendous amount truck transportation is paying into the post-war road construction reserve.

Florida's trucking industry employs more people than any other form of transportation in the State. The American Trucking Association reports that with one-twentieth of the rail capacity trucks today are moving one-fourth of the rail load and doing it in one-half the time. We are prone to take service for granted—without ever giving a thought to how it is accomplished



with a population of 1,500 and four miles from a railroad reflects the little realized importance of truck service in its report that "our mail system is handicapped due to the fact that several applications for a new truck to take it have been denied."

Florida's trucking industry employs more people than any other form of transport in the State. In the aggregate, the trucking industry's figures are overwhelming but the picture can be seen more clearly by presenting facts about a single common carrier, Florida's largest truck line.

This line, with direct daily service to 575 communities provides the most complete coverage of Florida, employs 424 people and has a payroll averaging \$49,500 a month. It maintains 11 company-owned terminals and 25 commission agents throughout the State. Its operating equipment consists of 58 tractors, 57 semi-trailers, 3 refrigerator trailers, 2 open top trailers and 9 other types. This company carries \$50,000 cargo insurance per truck and \$100,000 terminal insurance. During 1943 it paid a total of \$143,256 in taxes.

During 1943 this company moved 182,992,000 pounds of freight and its equipment travelled 4,037,885 miles, which is the equivalent of 169 trips around the world.

This, remember, is only one of a score of large common carriers in Florida. Their service is not, of course wholly intra-State because many of these companies have franchises extending over a large geographical area north and west of Florida.

Their combined operational figures are not available but the data given above for a single company conveys the magnitude of the Florida trucking industry, especially since the term "common carrier" excludes more than 500 contract carriers and hundreds of other truck fleets which must also be counted as part of Florida's total trucking establishment. These privately owned fleets are composed of thousands of units of all sizes. They fulfill an essential function in daily public service and include the delivery and pick-up trucks of stores, businesses, industries and

farms—the privately owned trucks that move thousands of tons of citrus, vegetables, seafoods, meats and other foodstuffs into and out of Florida 24 hours a day.

It is authoritatively stated by the American Trucking Association that with one-twentieth of the rail capacity, trucks today are moving one-fourth of the rail load and delivering it in half the time. This condition applies in Florida equally with the rest of the Nation.

Despite their enormous proportion of load directly geared to war production—estimated at more than 70 percent of the loads haul-

ed by Florida common carriers—the restrictions of war have imposed serious hardships on Florida's trucking services. The following quotation from a letter by C. A. Gertner, executive secretary of the Florida Trucking Association, to all draft and appeal boards in Florida conveys the severity of these hardships:

"Thirty-five reporting carriers, representing all types, operating a total of 1,064 trucks, hauling 58.74 percent war supplies and materials, employing a total of 2,803 men, have had 111 of their trucks tied up several hours each day, two or three days at a time, some for weeks at a time. This idle equipment is the result of 967 trained employees being taken into the armed forces. Just think—967 out of 2,803! In the face of this great handicap trucks continue to roll, serving the war effort all hours of the day and night, performing tasks impossible for other types of transportation. This is a matter entitled to your careful consideration of future needs to insure continued operation."

Because of the manpower shortage and the limitations imposed on new equipment, repair parts, tires, etc., many of Florida's carriers are today operating trucks far beyond the normal level.

Trucks that would normally go into the shop for repair and overhaul are kept rolling, some for continuous stretches as long as 48 hours. So long as the safety factor is unimpaired and the truck will operate with even fair efficiency it must be kept in service.

As one operator recently put it: "We are sending sick trucks on the highway. Ordinarily they would be in the shop for treatment but the war effort can't wait on that now. The only bright spot in the picture lies in the fact that our drivers today are mostly the older, experienced men who love their equipment and nurse it like a baby. Many a truck is operating today simply because of the tender care lavished on it by drivers who possess extraordinary skill and a strong sense of responsibility toward their equipment and the public. Further, these men are as unsparing of themselves as they are



I. S. Spivey, Great Southern Trucking Company driver, who has a record of 27 years of driving without a chargeable accident. Because of this exceptional record he was especially honored at the Florida Trucking Association convention in Miami two years ago.

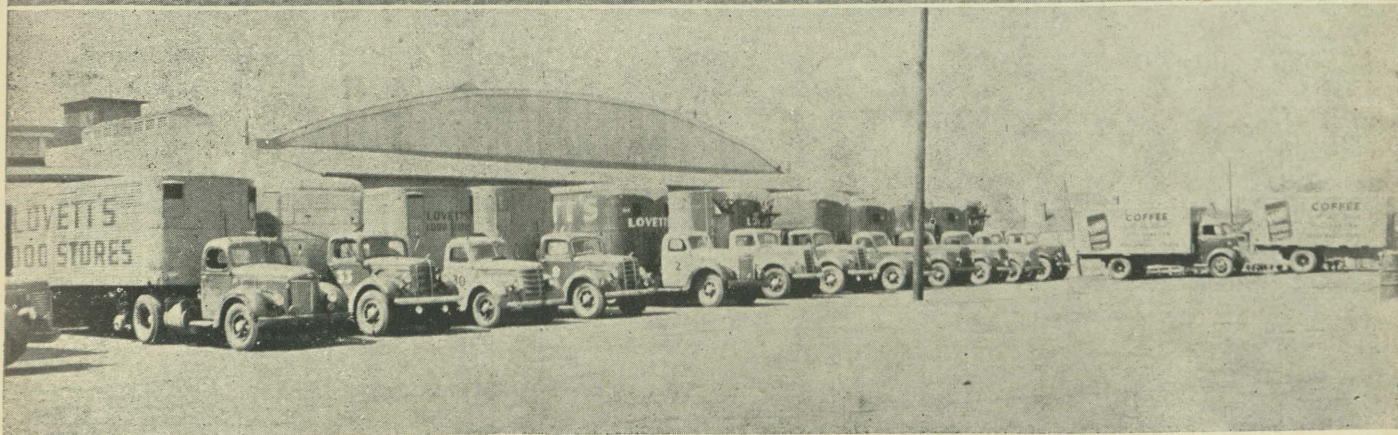
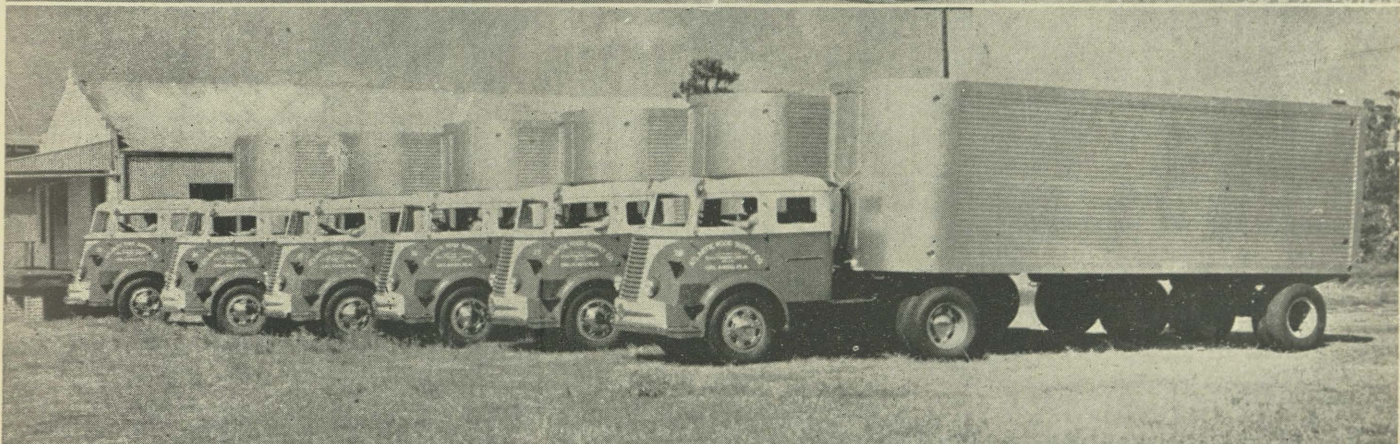
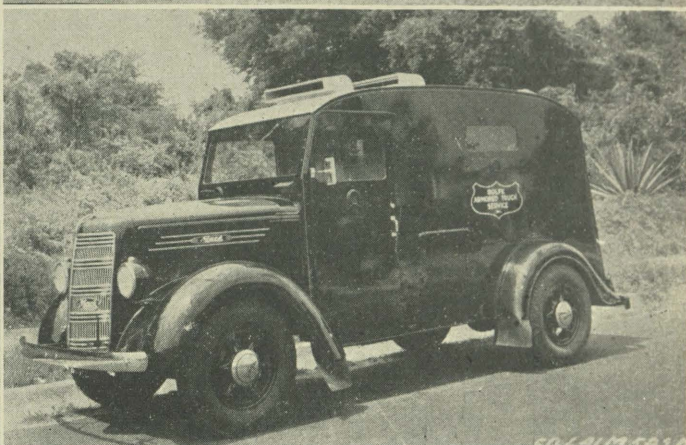
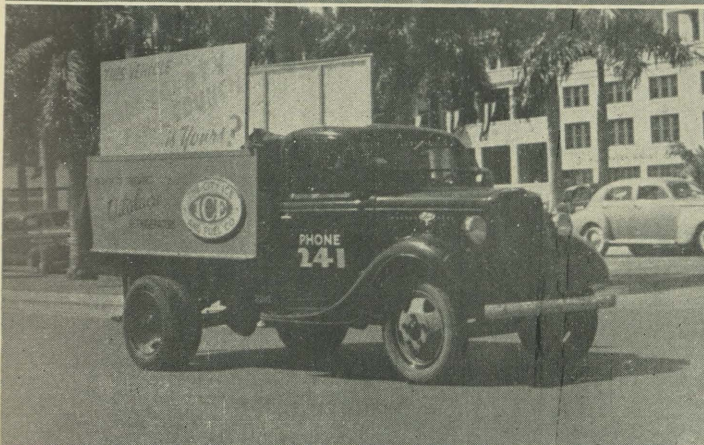
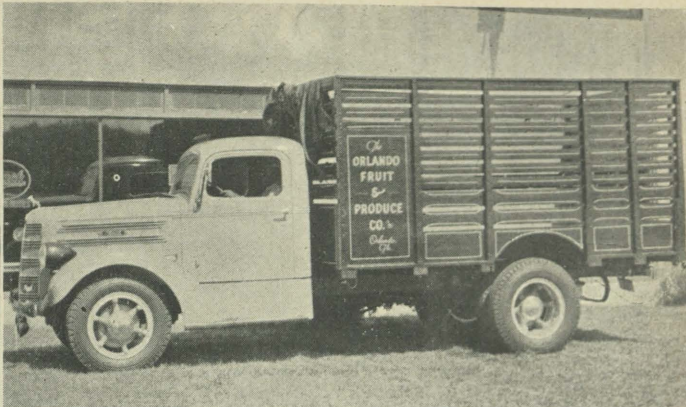
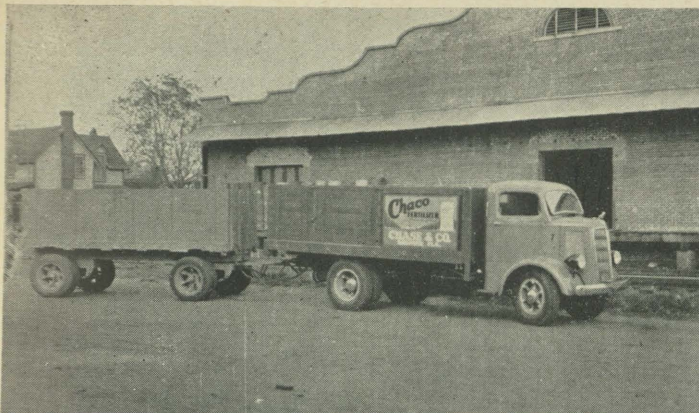
Spivey started to drive in 1916 when he worked for the Williams Truck Line, operating Oldsmobile and Nash trucks with solid tires between Tampa, St. Petersburg, Clearwater and Tarpon Springs.

In 1923 he joined the Merchant's Transport, Tampa, where he drove the first Bulldog Mack truck in that city. Three years later he became associated with the Janson Truck Line, driving Reo and White trucks with solid and pneumatic tires between Tampa, Sebring, Avon Park, and St. Petersburg.

Between 1928 and 1933 he was employed by the Strickland Transportation Company and the Coast to Coast Transportation Company covering the State of Florida and hauling general freight in White trucks.

When Coast to Coast was sold to Great Southern in 1933, Spivey joined the Great Southern staff of drivers and has been with that company continuously since.

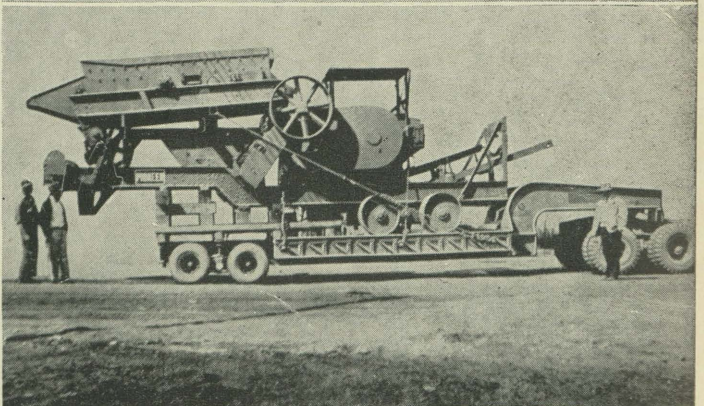
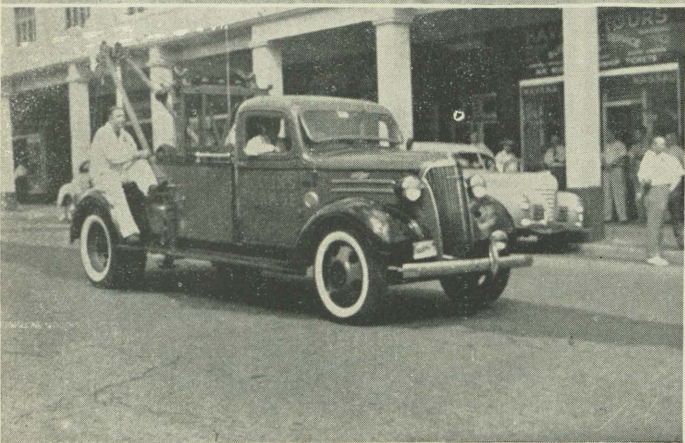
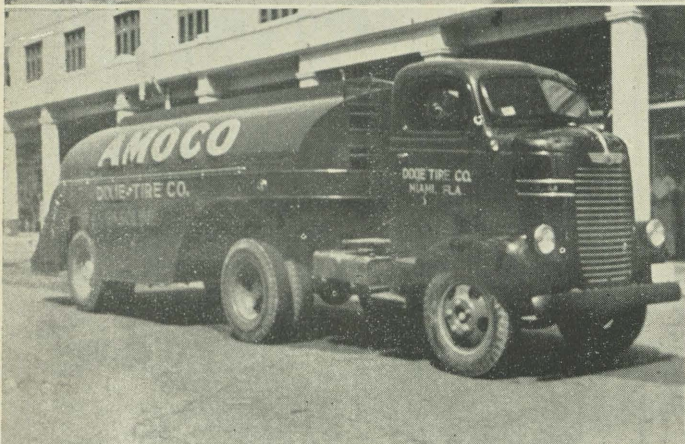
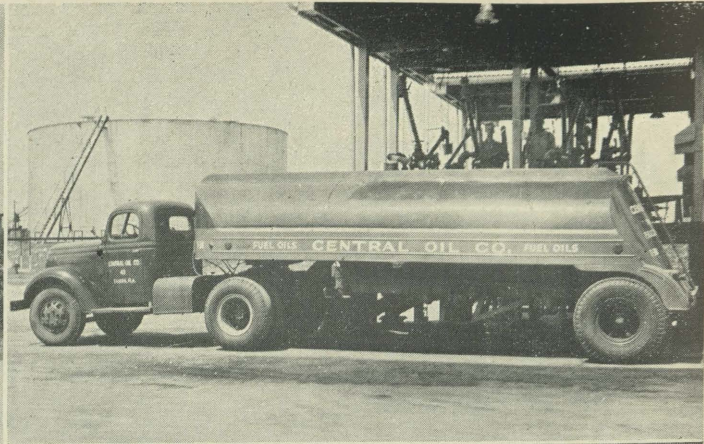
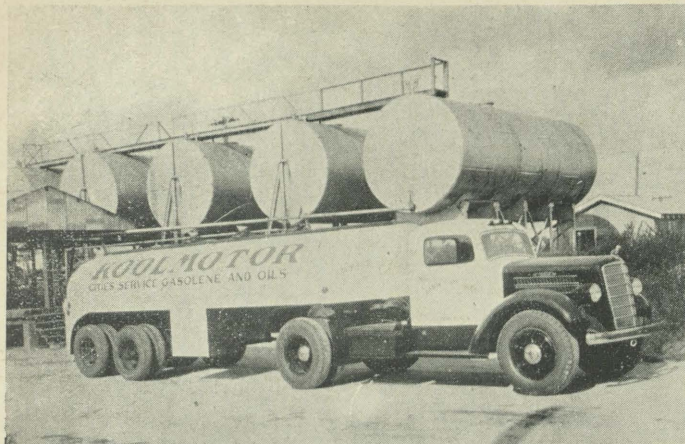




Highway transportation has already proven its value to the war effort. Scores of military establishments in the State first received their supplies via highway carrier. Reliance on rubber-borne transportation is considerably more than even the loftiest statements made by industries connected with the making of automobiles and tires, former OPA Administrator Leon Henderson declared before he retired.

Very few, if any, stores in Florida depend on railway freight service for their supplies. In most every instance commodities are brought from wholesale or distributors by truck and delivered to the store door. For many items this is a daily service and Florida highways are alive at night with the movement of huge trucks moving from central warehouses.

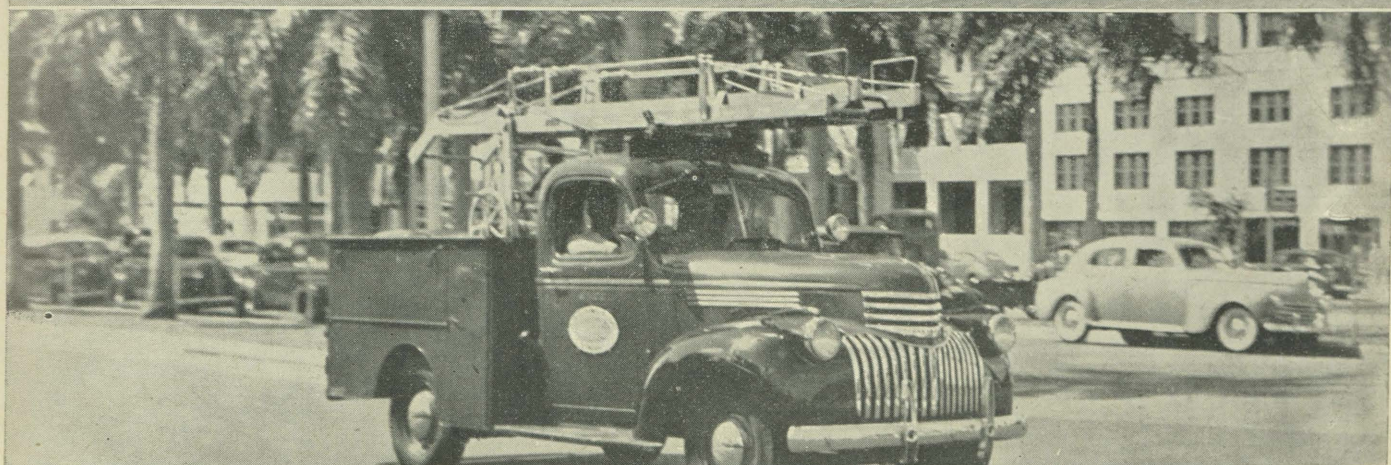
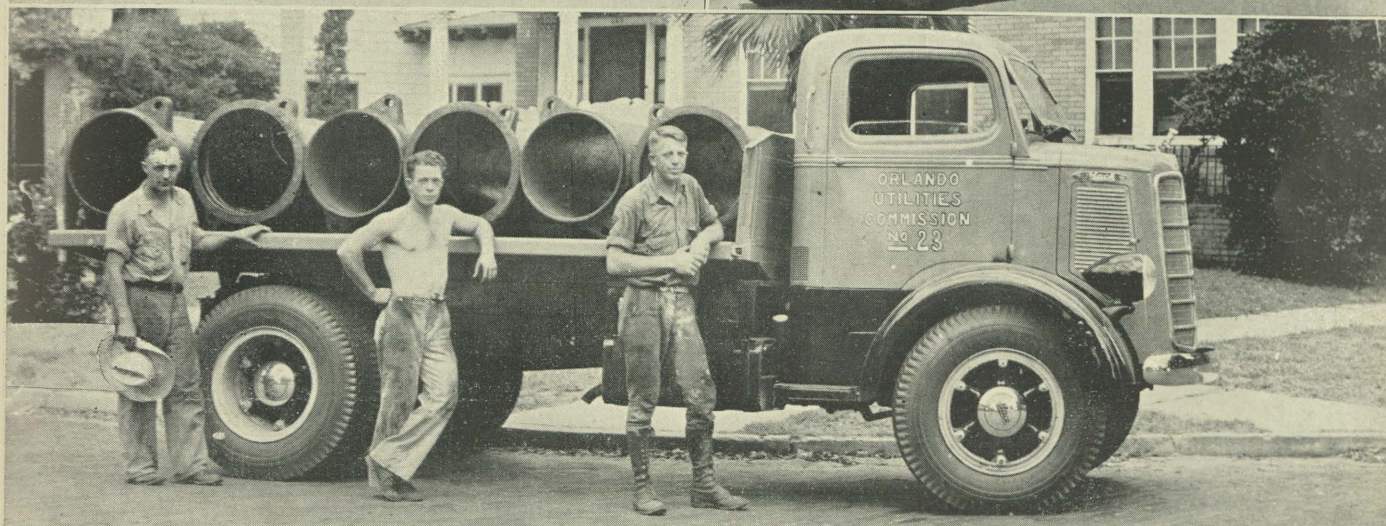
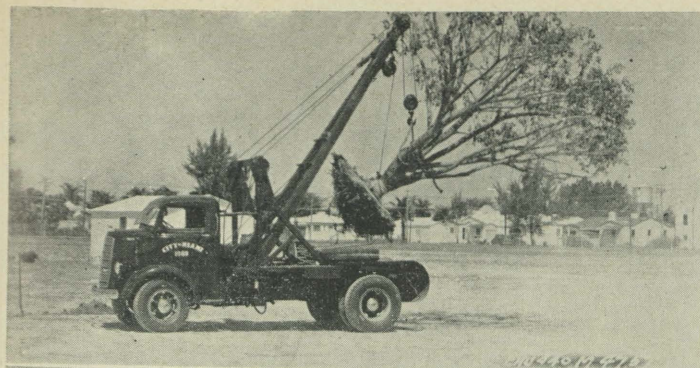




These trucks haul residual fuel oil to essential war plants in the State—electric power plants, phosphate mines, shipbuilding companies and canning plants. Before the war these plants were largely served by railroad tank cars. War has also placed unprecedented demands on the logging industry, timber being transported on specially built trailers. Right, bottom—this trailer is transporting a bulldozer to a new job.

One of the post-war changes Floridians may look for is the expansion of tank trucking service when Florida will be used as a receiving base for petroleum and fuels brought to seaport towns by tankers. This distribution operations will be expanded to where trucks will serve the entire Southeast with highway transportation.





The steadily growing use of trucks by municipalities and county governments in the beautification and maintenance of public parks and playgrounds has been brought about by the unprecedented number of service men in the State as well as the increased number of visitors. This in turn has brought capacity loads to public and private utilities, increasing the importance of trucks in maintenance work.

One of the headaches confronting Florida truck operators is the lack of manpower. A serious congestion of freight in Miami was prevented recently when the manpower shortage there was solved by the operators hiring more than 100 "off duty" Navy men who turned to with such vigor that the loads were sent rolling to destinations in a short time.



careful of their trucks. To them the public has an obligation of which it knows nothing and which it can never repay."

A specific example of the operating headaches that confront all Florida truck operators today—and of their ingenious capacity for meeting almost any emergency—is to be found in a recent occurrence in Miami where lack of manpower threatened to produce a serious congestion of freight. To solve their problem Miami's truck operators hired more than 100 "off duty" Navy men who turned to with such vigor that the situation was soon in hand.

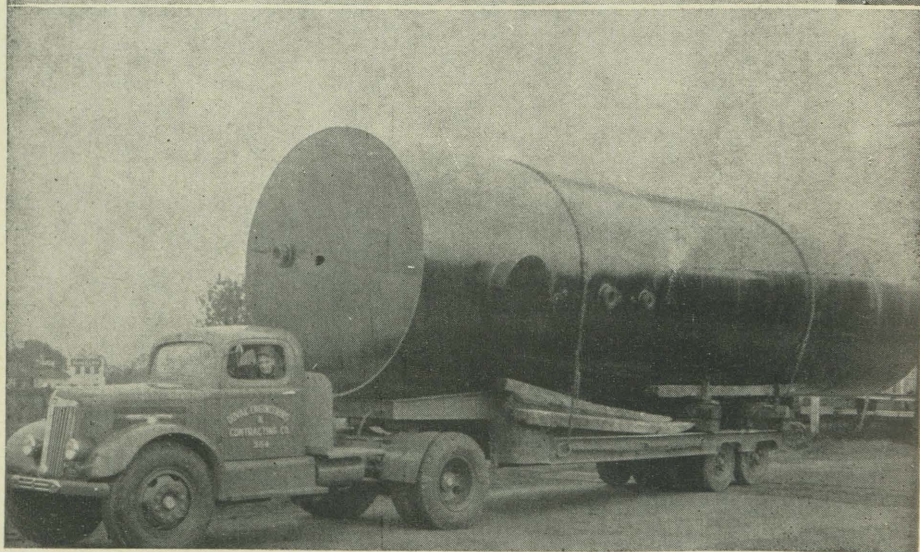
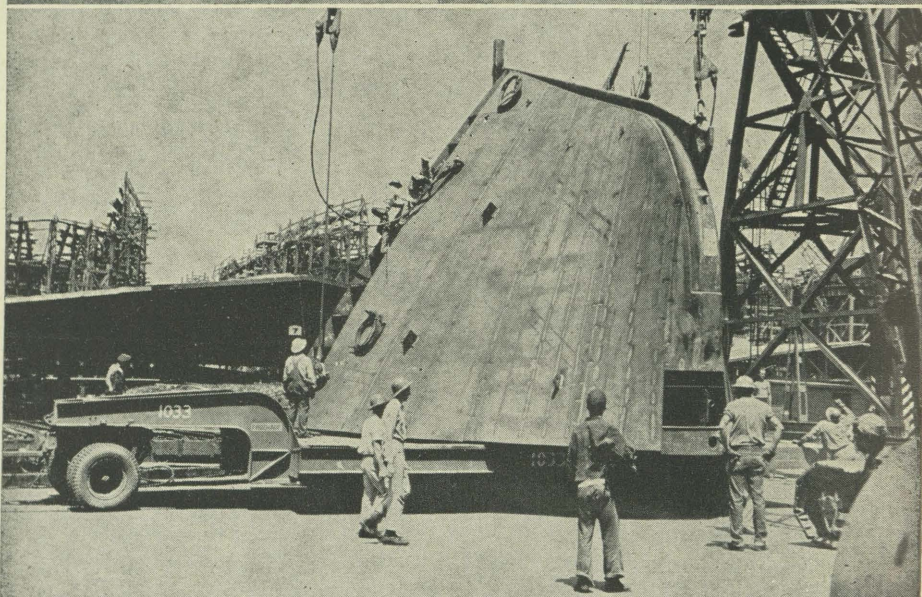
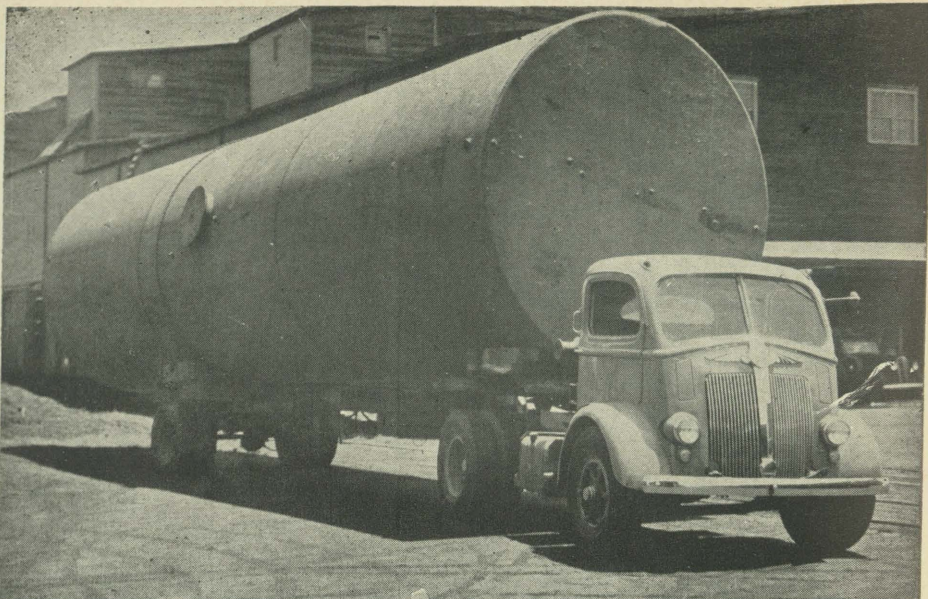
Incidentally, one large Miami trucking concern reported that at one time it had required two full time men to change broken springs and was making an outlay of \$1,000 a month for springs alone.

The fundamental importance of trucks in the field of miscellaneous transportation is perhaps best illustrated by the use of trucks in transportation of food of which 98 percent travels by truck at some point in its movement from farm to consumer, according to Robert A. Hicks, chief of the ODT farm vehicle section.

Although it is impossible to estimate accurately the number of trucks engaged in the food hauling business, Florida's requirements in this classification are obvious because of our large production of citrus and truck crops, and seafoods. The needs of these industries probably account for the fact that Florida truck registrations total 1.8 percent of the Nation's 4,607,000 trucks, although Florida's population is only 1.48 percent of U. S. population.

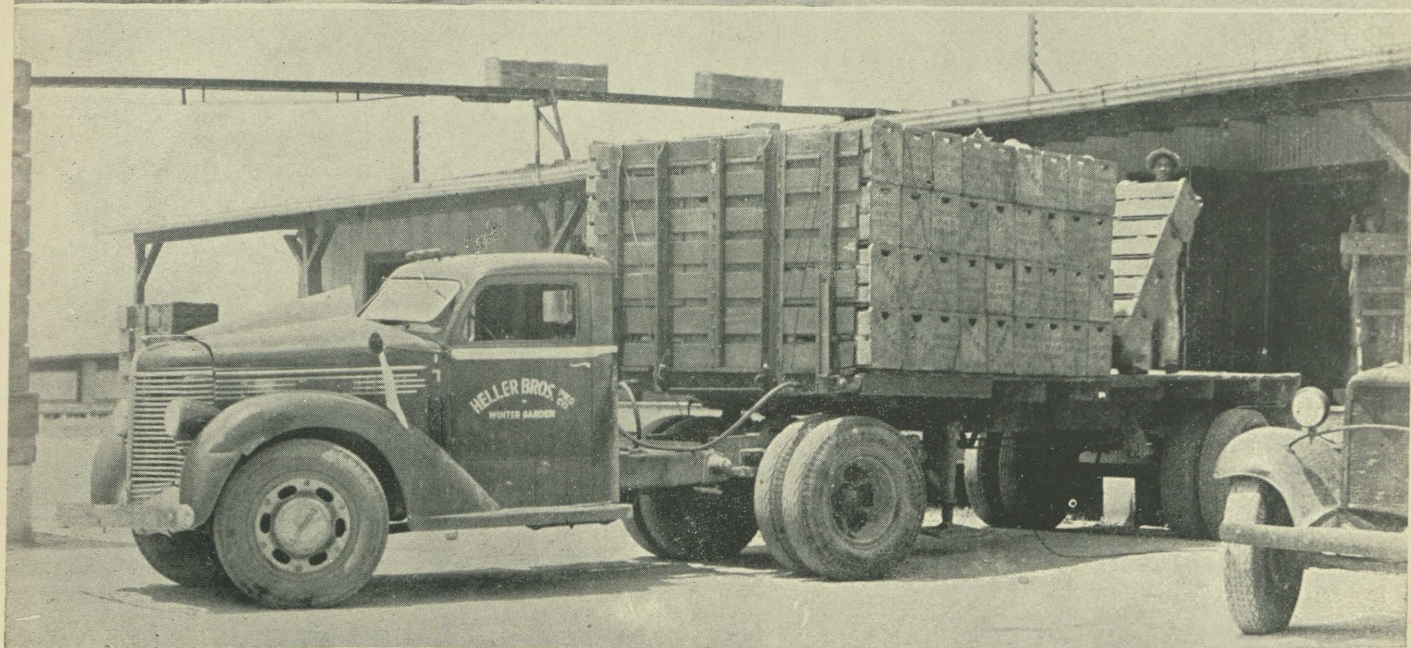
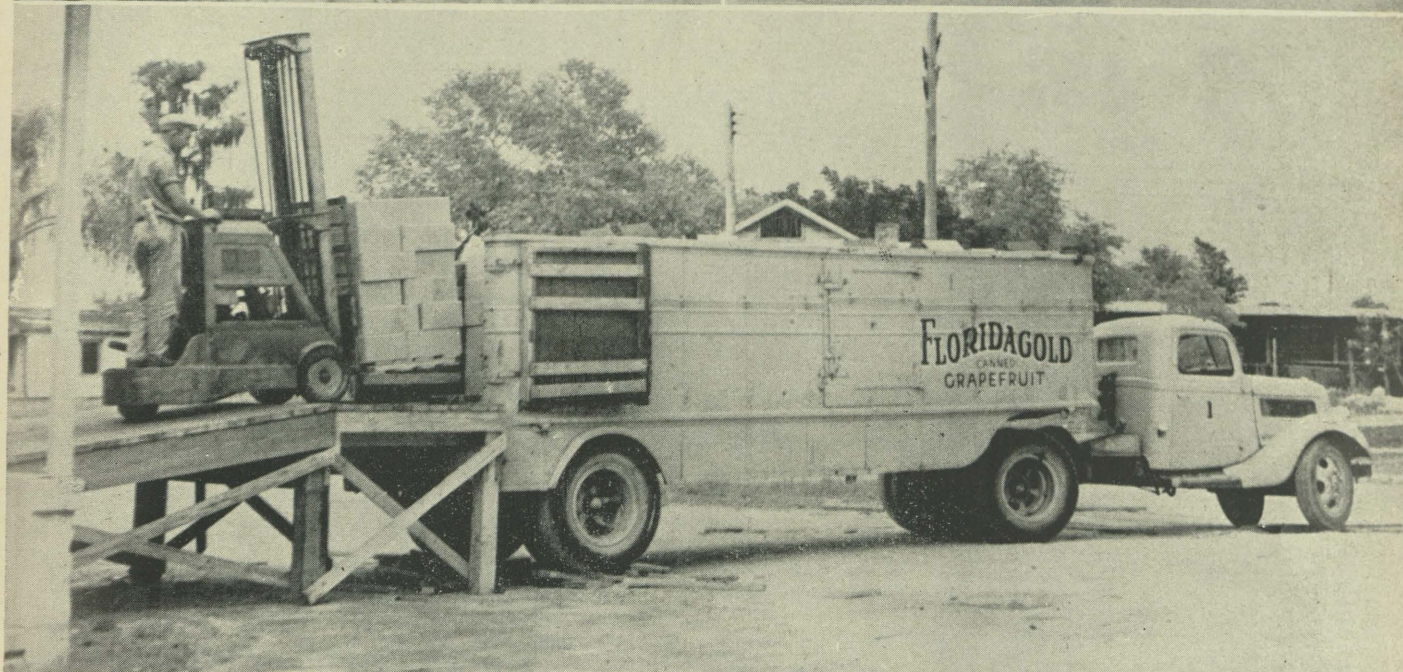
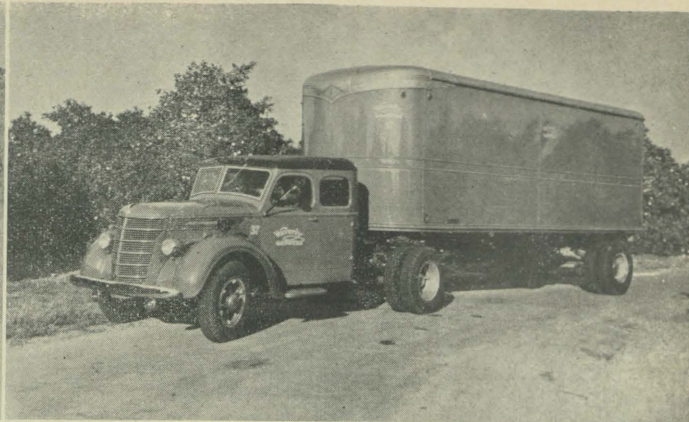
It is interesting to note that more than 50 different kinds of fruits and vegetables are distributed by trucks from a single Florida market to 26 States ranging from New Hampshire to Kansas. The benefits that truck distribution have brought to Florida growers are clearly evidenced by the fact that demand for Florida citrus is reported to have risen 1,000 percent in certain areas since truck transport first began.

The flexibility and economy of truck distribution are reflected in



Tractors can handle almost anything! Top shows a truck-tractor with U. S. Navy storage tanks shortly after it was unloaded and placed on the tractor. These tanks are 45 feet long, 14 feet in diameter and weigh approximately 22 tons. Bottom view same truck-tractor and tank on way to destination. Hauling by Glen G. Searing, Jacksonville contractor. Middle—To build ships faster, it is necessary to bring the heavy, prefabricated sub-assemblies from various parts of the plant area to the hull of the ship in the speediest possible manner. This trailer is delivering a section of the hull.

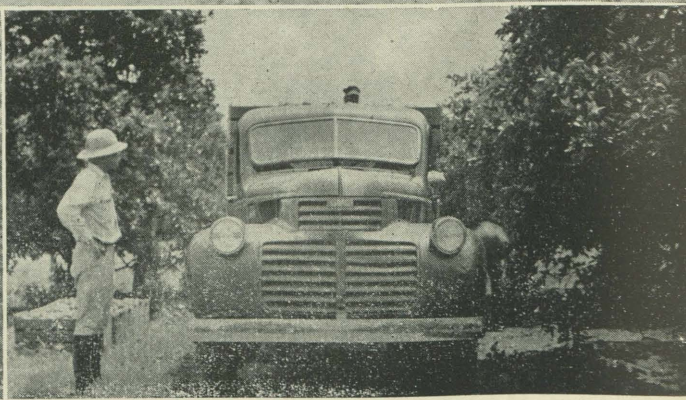
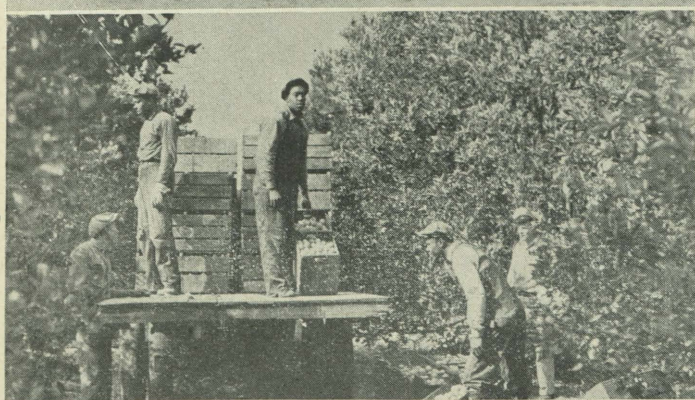
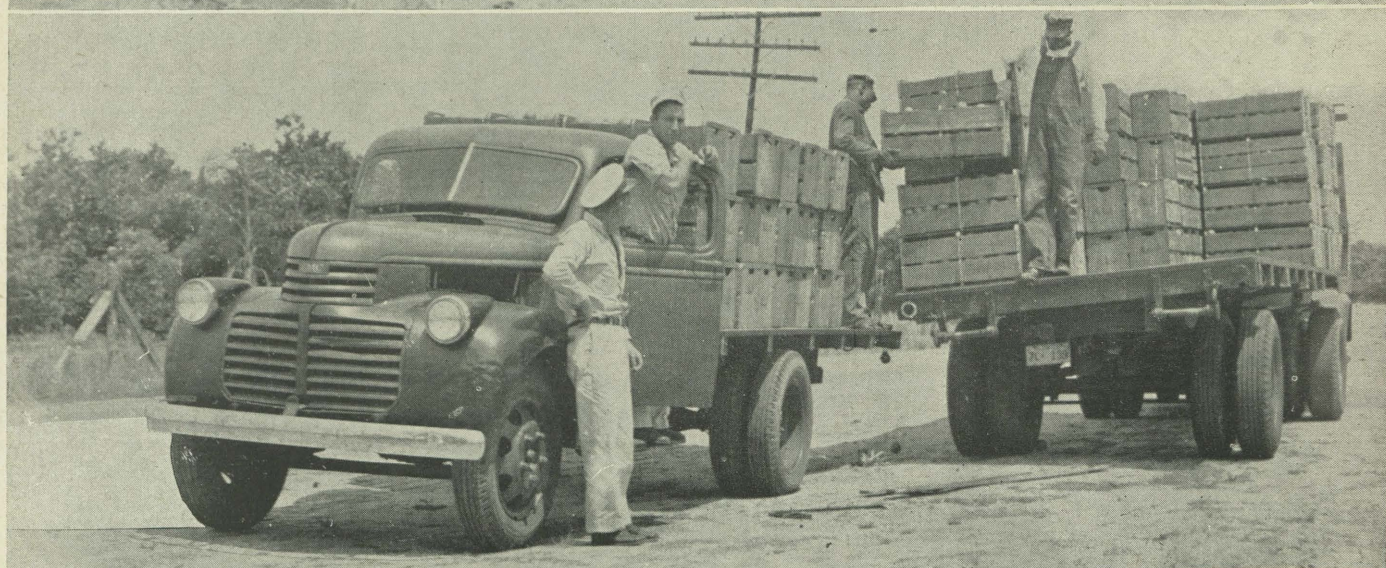
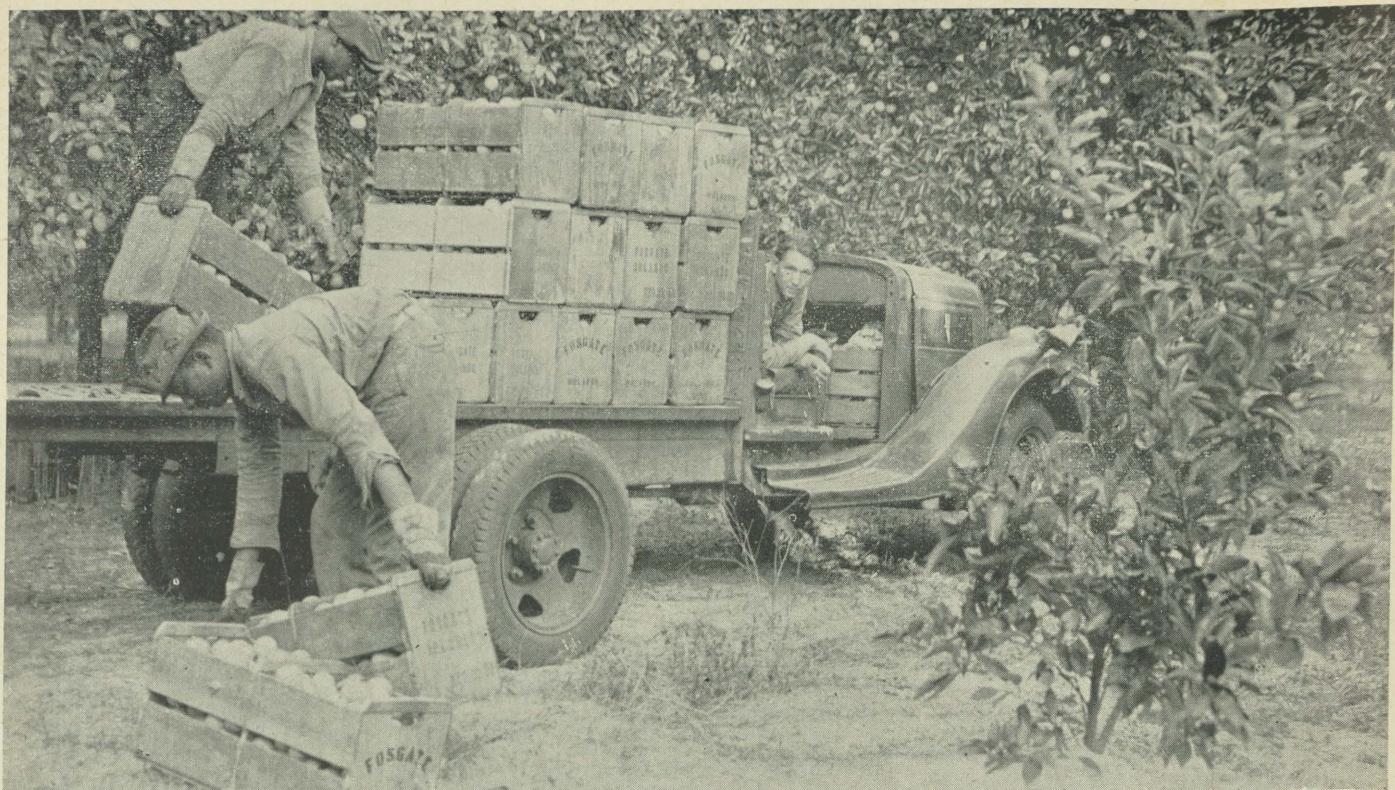




Leaders in the citrus industry depend upon highway transportation for the marketing of a large portion of the Florida crop. During the season hundreds of trucks are engaged in transportation of citrus fruit to Northern markets, delivering their loads in good condition and at lower cost than other methods. Transportation of bulk fruit by trucks has helped materially in meeting the shortage of crates and bags.

The scene at top left shows type of truck used mainly for hauling bulk fruit. The companion picture is the type seen on all highways leading out of Florida loaded with boxed citrus for market. Loading cases of canned citrus (center) for transportation. Truck at bottom is just from the grove, unloading field crates of citrus fruit.





Benefits that truck distribution have brought to Florida citrus growers is evidenced by the fact that demand for Florida citrus is reported to have risen 1,000 percent in certain areas since truck transportation was begun. More than 50 different fruits and vegetables are distributed from a single Florida market to 26 States by truck.

Top scene—The smaller size truck used for navigating the sandy soils of citrus groves to pick up the field boxes of fruit. Center—Transferring the load from the small truck to a semi-trailer outfit for hauling to packing house for processing. Bottom—two scenes showing small alleys trucks have for picking up the field crates stacked between the growing trees.





Upper left—Both tractors and horse-drawn equipment at work preparing the ground for a crop of Florida beans. Right—Small trucks bringing the bean harvest into the farmers' market to be marked and loaded (lower left) into refrigerated vans for transportation to Northern markets. Right—Group of farmers in market office discussing growing and marketing problems.

a striking reduction in the waste of food products which can be diverted by truck to isolated or non-rail markets before spoilage sets in.

The dependence of Florida's metropolitan centers on truck delivery of foodstuffs is apparent to anyone who sees the huge food laden vehicles rolling into these markets day and night throughout the year.

Although no specific survey has been made of Florida cities on this point, the results of a recent survey in the mid-West probably apply with fair accuracy to Florida's major centers of population. This survey showed that trucks delivered approximately 100 percent of the eggs and poultry, 98 percent

of the beverages, 97 percent of the fruits and vegetables, 96 percent of the meats and 70 percent of all other farm commodities.

Data concerning the truck operations of one of Florida's larger chain grocery operations is undoubtedly typical of similar concerns throughout Florida.

This company maintains a fleet of 34 tractor-trailers in daily operation between its central warehouse in Jacksonville and 80 stores located in 50 Florida and south Georgia cities. This company, of course has a complete maintenance establishment in its Jacksonville terminal. Evidence of its high standard of efficiency and performance is to be found in the fact that only one chargeable accident has

occurred in the last 1,500,000 miles of operation.

Smaller in numbers but of great importance to the war effort are the increasing number of specialized units such as petroleum and gasoline tank trucks, of which many have been required for servicing the needs of Army and Navy air training stations in Florida.

Economically this phase of trucking in Florida holds special post-war promise for our State because these companies will unquestionably expand their distribution operations throughout the Southeast when hostilities cease, using Florida as a receiving base for petroleum and fuels brought to Florida from Gulf State, Mexican and  
(Continued on page 47)



# Clearwater Firm Shows How . . .

**B**LAZING A NEW TRAIL that points the way to prosperity for a multitude of Southern lumber plants, whose share in the Federal government's gargantuan war production program has been thick stacks of questionnaires but not a single order, three Clearwater millwork company executives have established in their Florida west coast city a new civilian goods industry that stands as a monument to rugged individualism.

The product of the Clearwater manufacturing pool is baby play pens, turned out by the thousands on machines that a year ago were making powder boxes for the armed forces. Eventually other lines of nursery furniture will be added to the pool's production schedule as these three Floridians watch the Nation's steadily climbing birth rate. But the story of this Clearwater industry is an amazing demonstration of what can be accomplished by the "forgotten men" in the Nation's war industries picture, if only these small plant owners forget official Washington and use government forms to fire their boilers for the production of civilian goods.

The energetic Floridian trio is headed by Mayor George R. Seavy, who commanded an infantry battalion in the last World War and moved everything but the Smaller War Plants Corporation in the current international unpleasantness to keep his millwork machines busy turning out the materials his sons could use in killing Nazis and Japs. For six months, during the hectic period following Pearl Harbor, the mayor and his two associates—Merle McKisson and Carroll M. Nall, owners of competing companies before the war—turned out their lone war contract. This consisted of some 35,000 wooden boxes used to ship to the fronts the powder charges that propel projectiles of the army's 155-millimeter howitzers.

With the order nearing completion and everybody satisfied with the high quality of the Clearwater powder boxes, Mayor Seavy

By **HOWARD W. HARTLEY**

began inquiring about making more powder boxes or anything else the government might need and that the pool could manufacture. But something must have happened somewhere along the line because the mayor got only an unbroken chain of promises and nothing that resembled a requisition.

A believer in direct action, Mayor Seavy packed his trunks with every suit in his wardrobe and went to Washington where he announced to an array of somewhat nonplused politicians that he intended to stay there indefinitely unless somebody gave him a job for his idle Clearwater machines.

"I was given the usual Washington merry-go-round ride," the mayor said ruefully. "It was a pretty expensive ride, too. Cost me around \$2,000 with this, that and the other. But I finally found the man, who was supposed to do something for the little man in American industry. He was a pleasant fellow. Told me to go back home and that another order would be along in a week. So I obeyed orders. I waited—and waited and waited. Nothing happened, except I got an invitation to bid on a long list of things the government needed. I'll never forget that list. One item was lingerie, probably GI underwear for the Wacs."

After weeks of guard duty at the mail box, Mayor Seavy decided to forget Washington inasmuch as Washington had forgotten him. He went to Atlanta as his city's representative at a small industries convention and listened to a lot of speeches. Only one made the slightest impression but a passing remark of the speaker sent the mayor out of the auditorium on the double. The orator, in reciting a list of things that were becoming mighty scarce on the civilian market, mentioned two items—baby cribs and play pens.

"I hurried back to Clearwater and made up a sample of each," the mayor said. "Then I took my samples to Tampa and showed them to a chain store purchasing agent. He told me his company would buy all we could make. So I called my two partners into the office and told them we were going into the nursery furniture manufacturing business. We set up an assembly line, turned out our first carload and have enough orders right now to keep the plant busy, night and day, for the next twelve months."

The Clearwater pool filled only a few crib orders and switched to play pen production because salesmen found pens were in greater demand. Today the "made in Clearwater" pens are being retailed in thirty-six States from Maine to California and from Canada to the Gulf.

Measuring 42 inch by 42 inch by 24 inch, the play pens are turned out of hardwood, unfinished and shipped knocked down. There isn't a piece of metal in a carload and the pens can be assembled by anyone able to read a set of simple instructions and fit together mortise and tenon joints. Each pen is shipped complete with slatted floor, packed in fiberboard cartons.

Fortunately for future production, the raw materials used in the Clearwater play pen run the gamut of hardwoods that make possible utilizing scrap salvaged from millwork plants lucky enough to be engaged in war industry. The Clearwater production line comprises the standard array of planers, molders and shapers, plus a specially designed saw with three splitted blades, mounted on a single head. This device speeds up slat sawing and the machines are arranged in unbroken continuity so that the rough lumber passes straight through to the finished product. Form presses are used to set the mortise and tenon slide rail joints.

So Mayor Seavy and his Clearwater  
(Continued on page 47)



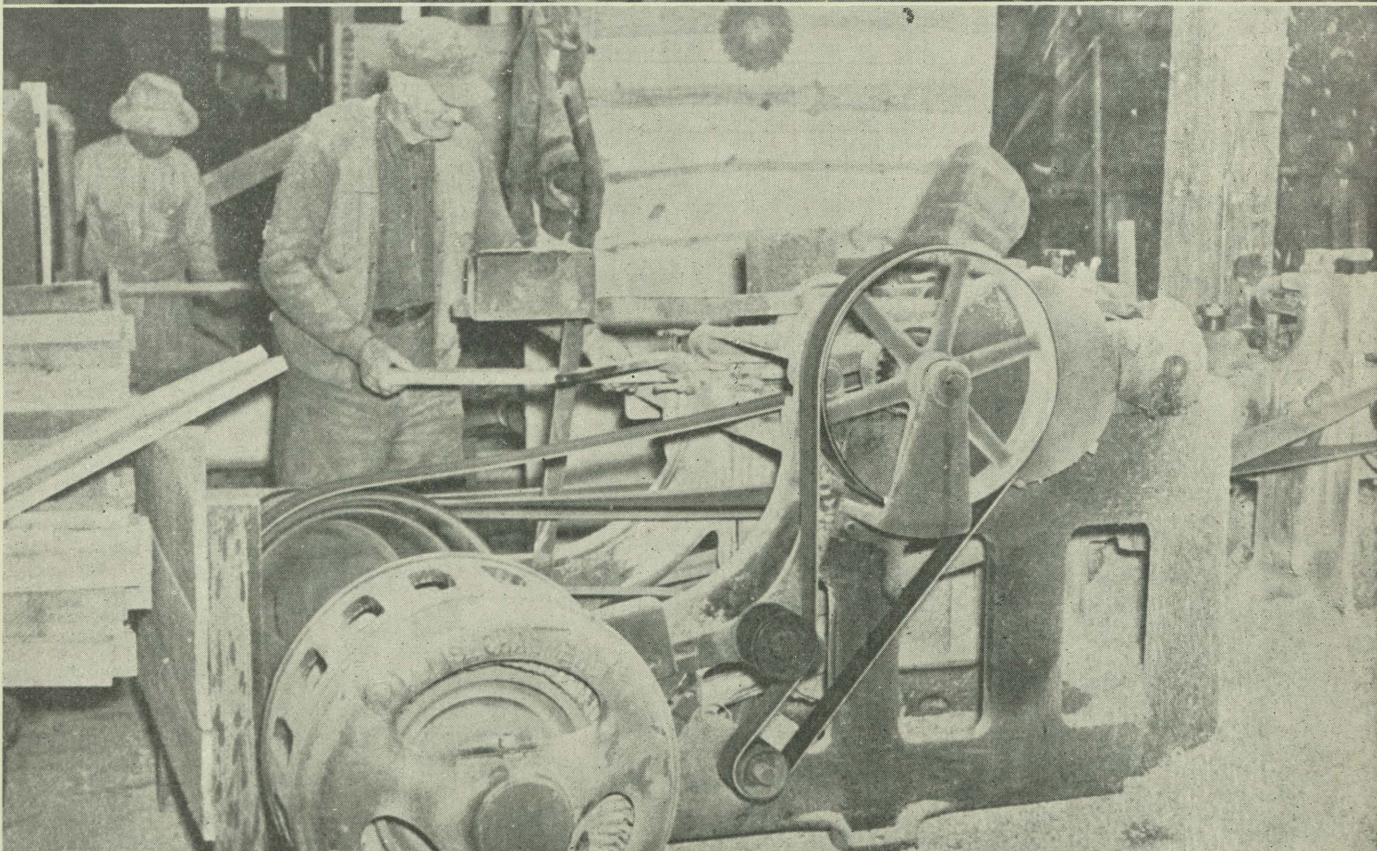
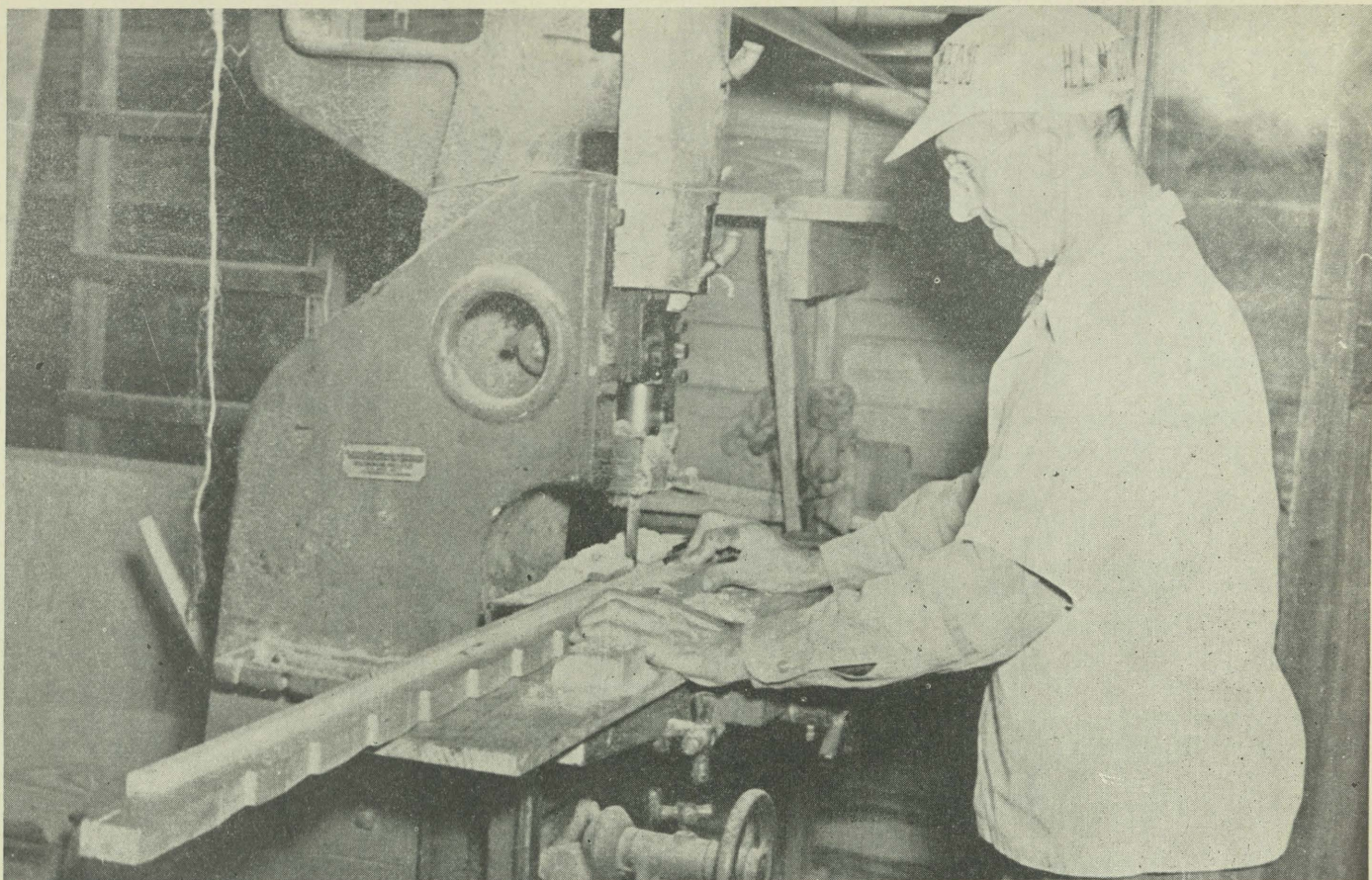


The top men of Clearwater, Florida's new baby furniture industry. Left to right, Mayor George R. Seavy; Merle McKisson and Carroll M. Nall.

Here's the finished product (bottom) of the Clearwater furniture manufacturing pool—a hardwood baby play pen. Thousands of these pens are being shipped in carload lots to nearly every State in the Nation.

This trio got tired of getting the "Washington merry-go-round"—unbroken chain promises of war orders. Now all they ask is for Uncle Sam's war lords to forget them and they'll make a living out of hardwood scraps and anything else that drifts along.





Charles Doan (top) operates an automatic mortising machine at the Clearwater baby pen manufacturing plant.

This power-driven molder (bottom) is a vital link in the production line at the Clearwater baby furniture manufacturing plant. The picture shows Evaris Moody guiding a play pen slat through the machine.

This firm was sent a government bid blank for GI underwear for the Wacs. Imagine the two "youngsters" pictured above manufacturing Wac lingerie on the machines they are operating and the fit likely to result.



# TallaTopics

By **ALLEN MORRIS**  
Tallahassee Special Correspondent  
Author of **CRACKER POLITICS**

**HISTORICAL GOLD** has been struck again in the archives of the State Library.

A financial ledger put to paper-saving use as a copy book for letters of the governor's office during the War Between the States has revealed the forgotten story of a tattered Confederate flag in the rotunda of the capitol.

Dispatched from headquarters of the Second Regiment of Florida Infantry, Army of Northern Virginia, just a few days before the surrender at Appomattox, the letter from Col. W. R. Moore reads:

"I have the honor to present to your excellency the battle flag which has been the standard of this regiment through the eventful campaign of the past year. x x x

"I respectfully ask that it may be deposited in the archives of the State that each surviving member of the regiment, returning from the field, may gaze upon its tattered folds, and his memory well up with the rich associations which cluster around it.

"Memories of Brandy Station, Bristol, Wilderness, Cold Harbor, Weldon Railroad will crowd upon him, its wounds (all honorable ones) will each present a little history of events, around which his memory will love to linger.

"Allow me to hope that the eventful scenes through which it has passed will make it no idle ornament to our capitol, that the youths of our State, upon entering manhood, may look upon this flag and draw inspiration from its brave history.

"As the ingenious author illustrates his subjects with rich illustrations, so may these flags, which adorn our capitol, be illustrative of the heroism of her sons."

Colonel Moore, who first captained the "Columbia Rifles," was a distinguished warrior, having been wounded at Seven Pines, Chancellorsville and Gettysburg.

Of his command, the official "Soldiers of Florida" says: "It was but a skeleton of a splendid regiment that surrendered at Appomattox Court House, but seven officers and 59 men."

On its face, the disintegrating flag of Stars and Bars bears, among others, tapes attesting to it having been carried in the battles at Williamsburg, Gettysburg, Sharpsburg and Chancellorsville.

★ ★ ★

**OIL EXPLORATIONS** in Florida yet have produced but the mildest sort of echo of the great phosphate boom of the 1880s.

While the magic element of sudden riches seems present in the leasing of

millions of acres by oil searchers, the spark which ignited the phosphate boom or the California and Alaskan gold rushes hasn't flashed.

The hectic scene which followed the accidental discovery of phosphate in Marion County is recalled by a copy in the State Library of C. C. Hoyer Millar's "Florida, South Carolina and Canadian Phosphates," published at London in 1892.

"Every train was crowded with prospecting parties armed with spades and with shovels, with chemicals and with camping-out apparatus," wrote Millar. "The backwoods were dotted with numerous camps, diggers were hired at fancy prices, and the lucky owners of vehicles and animals of any kind found their exorbitant demands readily agreed to.

"Men who had been trying to get rid of their lands at any price suddenly found themselves independent for life; where single dollars had been eagerly sought, fifties were now refused, and hundreds readily offered and paid.

"Speculators invaded every town; lands were bought up right and left regardless of prices, resold again at still higher prices, until the newspapers seriously stated that Florida was richer than the whole of the rest of the United States put together."

Another aspect of the phosphate boom is remembered by Herbert D. Mendenhall, Tallahassee engineer whose father, as a peace justice, held court at Dunnellon under an oak tree, with a bacon box for a desk, a nail keg for a bench and a heavily armed constable for emergencies.

"Dunnellon had all the attributes of a pioneer gold mining town," said Mendenhall in an address before the American Society of Civil Engineers.

"The usual following of gamblers, outlaws and prostitutes were everywhere, saloons and brothels ran riot, and only the primitive laws of the frontier held the rabble in check."

Mendenhall said two events had occurred just a half century ago that changed the State's destiny, bringing \$270,000,000 into Florida and providing employment for countless thousands.

These events were the hitching by George W. Scott of Atlanta, of his boat to a projecting "root" in the Peace River, only to discover this was the tusk of a prehistoric animal, while the other was the finding by Albertus Vogt of fossil teeth in white subsoil of a Marion County well. Together, they precipitated the phosphate boom.

With great draglines, two or three men today handle as much earth in a day as 500 once were needed to do.

**PREMIUMS PAID** in Florida during 1943 on all types of insurance amounted to \$87,677,841.43, while losses totaled \$27,118,219.14.

The \$60,559,622.29 difference between income and losses does not represent profits entirely, State Insurance Commissioner J. Edwin Larson reported.

"In addition to the losses, expenses of procuring and maintaining the business must be paid and constant increases in reserves must be provided from current income," explained Larson.

Premiums totalling \$50,816,360.52 were received by life insurance companies, whose losses amounted to \$16,351,820.56.

This represented an increase of 13.63 percent over 1942's total premiums of \$44,775,230.68, while claims paid that year amounted to \$13,626,676.

Of the 71 life insurance companies which did business in Florida last year, 13 collected premiums in excess of \$1,000,000. The largest was the Metropolitan Life of New York, with Florida income in 1943 of \$5,595,473.76 and losses of \$2,320,381.74.

Stock fire and marine insurance companies collected \$13,790,961.92 and paid out \$3,676,740.37; mutual fire and marine companies had income of \$1,344,018.59 and losses of \$242,240.16, while foreign fire and marine companies collected \$1,919,132.77 and paid out \$529,439.93.

Companies performing miscellaneous insurance services collected \$17,343,546.48 and paid out \$5,461,081.10.

Fraternal benefit societies received \$1,296,698.24 and had losses of \$430,692.85; reciprocal insurers, \$352,772.93 and \$135,119.80; sick and funeral benefit companies, \$93,520.84 and \$33,593.40; mutual benefit assessment companies, \$540,828.23 and \$257,490.98.

★ ★ ★

**TAXPAYERS ARE PLAYING** a merry jingle jangle jingle on the State's cash registers.

Taxes and licenses collected by Florida during the first nine months of the current fiscal year were 33.5 percent greater than in the same period of 1942-43.

This was revealed by the State Planning Board after an analysis of cash receipts in the office of Comptroller J. M. Lee.

Collections from July 1, 1943 through March 31, 1944 amounted to \$49,351,653.84, against \$36,960,121.45 in the corresponding months of the previous fiscal year.

The month to month increase has been steady, reported Secretary Dewey B. Hooten of the planning board, with  
(Continued on page 50)



# Look To Florida's Forests . . .

**W**OOD! IN her forests perhaps Florida will find one of the best answers to the post-war employment problem that the State must face when 125,000 of her service men return home following the peace. In addition to the thousands of ex-soldiers seeking jobs, there will be more than 30,000 Florida war workers forced from their present high-paying positions when fighting ceases, according to recent Department of Labor figures.

War industry centers such as Miami, Jacksonville, Tampa and Orlando will be particularly affected. The Labor Department has warned that the heavy demobilization will "cause serious disturbance unless foreseen and prepared for." Speaking of the United States as a whole, the department explained that, although the problem is an immense one, its gravity "will depend chiefly on the expansion of the industrial base during the war, since the demobilized service men will constitute a fairly constant proportion of the population and of the pre-war employment in each State."

The development of Florida has in the past been largely financed by the harvesting of her abundant virgin timber stands. Products from the forests of Florida made possible the early industrial development of the State. For several hundred years these forests have provided materials to construct communities, railroads, harbor facilities and give employment to thousands of workers. According to the 1939 census, about 35 percent of all workers employed in the manufacturing industries of Florida received their income directly from the conversion of forest products for the market. In 1939 the industry was estimated to be valued at \$80,000,000. This valuation has been greatly increased the last several years because of accelerated war demands.

The many new uses for wood which have been developed since the war should mean much to the wood industry in peacetime; for

By MILDRED HESTON

despite its antiquity, it has shown the fewest advances in fundamental technology of all the major industries. Science has, indeed, entered the forests and these wartime discoveries can, with careful planning provide a much broader market for forest products in the future. Wood will undoubtedly claim a big part in rebuilding the world, as well as Florida.

Plywood, which consists of thin sheets of wood glued together, for example, has been in use for many years and has been effecting economy in shipping weight, storage space and in other ways. Its possibilities were limited, however, by the fact that no glue had been found which would serve as an absolute bond where the plywood was exposed to moisture or to variations of temperature. Recently, though, research laboratories have discovered that hot resin serves as a better bond than any glue, is resistant to moisture and subject only to extremes of temperature. This discovery has greatly extended the use of plywood. In fact, plywood has proven superior in many respects to the metal for which it was first employed as a substitute.

Out of the experimental work with hot resin has come compregnated wood, a material produced by compressing the wood and resin under pressure and heated by high electrostatic frequency waves. "Compreg" has a smooth, glossy surface and is almost scratchproof. It resists moisture and temperature change. Fire and oil cannot hurt it. Although extremely dense, "compreg" is only half the weight of aluminum and only one-fifth the weight of steel. According to recent laboratory discoveries this new wood derivative is hard enough to be used for gears and can be sawn, drilled, turned, threaded and tapped. It can be made as thick as a beam or as thin as cardboard. In the latter

instance, sheets of paper are impregnated with a lignin glue, put under 250 pounds' pressure, resulting in an amber, translucent sheet of pliable plastic, heat and water resistant. "Compreg" can be made in any size, rigid or pliable. Certainly it is true that the future applications of this wood product are almost limitless.

In the field of chemical research, discoveries have made possible an even more varied utilization of wood products. Lignin, the resin or natural glue that holds the tree together, was until recently a costly waste product of our paper mills. Now, through a process known as hydrolysis it is being used for synthetic rubber, synthetic vanilla, tanning material, as a base for dyes, a paste for laying linoleum and as a valuable raw material for an entire new field of heavy plastics. Combined with lignin to form these plastics is wood flour, which is sawdust ground to its finest state. Our telephones, radio parts and most of the new scratchproof, breakproof tiling are samples of this plastic. Bathtubs, furniture and even window panes may soon become made commercially from this plastic byproduct of wood.

The cellulose, of which wood largely consists and which is the material known as wood pulp is processed into paper of various kinds, cardboard containers, explosives, fabrics such as rayon and artificial wool (600,000 tons of the latter were manufactured in 1941) photographic film, and many other substitutes.

By hydraulics the chemist can quickly convert sawdust into sugar. The dairy and beef industries that support the German army today are fed by millions of tons of artificial cow fodder made from this wood sugar. Wood-derived yeast, rich in protein is also processed for cattle food.

The sugar can be converted into alcohol at a cost of only 17 cents a gallon and the alcohol produced, even though from wood is not  
(Continued on page 48)





The tree of a thousand faces—Florida long leaf yellow pine. The gum seen on the chipped portion of the tree runs into the metal troughs at the bottom where it is gathered. "Cooking" this gum in a still results in the spirits being drawn off through a water-cooled coil and the resin is then emptied into vats for cooling. It has hundreds of uses both in war and peace.



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# FLORIDIANS OUT FOR VICTORY . . .

**L**IEUT. SAM R. TURNER, Orlando, Flying Fortress pilot who was shot down during an air battle following a raid on Stuttgart, is one of six Floridians back from overseas service now awaiting reassignment at Army Air Forces Redistribution Center 2.

Lieut. Turner, who has 16 missions in the European theater to his credit, made a crash landing in Switzerland after his plane had been damaged in the air duel after the Sept. 6, 1943 raid on the German city.

Interned by the Swiss, the pilot was exchanged for a German prisoner on March 3. He wears the air medal and the purple heart.

Other Florida veterans now at the redistribution center are:

Pfc. Warren O. Carey, Miami.

Pvt. Charles L. McEwen, Orlando.

Tech. Sgt. Harold D. Spencer, Ocala, a B-17 gunner who flew 25 missions in the European theatre.

First Lieut. Frank H. Stoutamire, Tallahassee, veteran of 17-months service in the European theatre as C-47 Skytrain pilot.

First Lieut. Edward E. Parson, Jacksonville, winner of the Distinguished Flying Cross and Air Medal with five Oak Leaf Clusters, who has made 85 missions during a year in the Middle East.

★ The War Department announced the Army-Navy "E" award had been granted the I. X. L. Machine Products Company of Jacksonville for excellent records in the production of war materials.

Official presentation of the award will be made by high ranking military personnel during a program on May 10.

Another Florida company, Flurry and Crough, Inc., of West Palm Beach, also was awarded the "E."

★ Lieut. (jg) Roy H. Paxson, Jr., USNR, Jacksonville, has been awarded the Air Medal for meritorious achievement while participating in aerial flights in the Southwest Pacific area.

★ Capt. Paul T. Hawkins, 22, Eustis, B-17 Flying Fortress pilot; flew 50 high altitude bombing missions over North Africa and Italy; awarded Distinguished Flying Cross and Air Medal.

A strapping big soldier was being given a blood test by an inexperienced young nurse who jabbed half a dozen times with the needle before contacting a vein. When the operation was finally completed, the private made no move to go. "Well, what are you waiting for?" demanded the nurse impatiently. "The Purple Heart," replied the soldier.—Reader's Digest.

★ Tech. Sgt. Donald B. Allen, 34, Gainesville, won his Purple Heart award while dangling from a parachute.

The radio operator and gunner was a crew member aboard a B-25 Mitchell over Italy on his forty-seventh mission when his plane was so badly damaged it had to be abandoned. Enemy fire struck him as he parachuted to safety. In addition to the Purple Heart, he won the Air Medal with five Oak Leaf Clusters.

★ Sgt. John F. Triay, Jacksonville, was recently awarded the DFC at a ceremony held somewhere in the Southwest Pacific. Sergeant Triay also has won the Air Medal with two Oak Leaf Clusters, and the Purple Heart, awarded to men wounded in action.

★ James Attice DeLoach, Fort Pierce sailor, has received a commendation from the Chief of Naval Personnel for his courage and skillful performance of duty when enemy aircraft attacked the ship on which he was a member of a Navy Armed Guard Crew in the Mediterranean area in August of 1943.

★ A Jacksonville sailor was torpedoed at sea and has reached port to tell about it. He is Gunner's Mate Third Class Harold A. Chesbrough, who recently arrived at the New Orleans, La., Armed Guard Center, after a stretch of seven months sea duty.

Chesbrough's ship was torpedoed last spring in the South Atlantic. A member of an armed guard crew aboard the merchant vessel, the torpedo, he said, tore a hole through the hull of the vessel but it was able to make port with the convoy. Fire from their guns forced the sub to submerge.

★ Major Wilbur A. Free, Marine fighter pilot from Homestead, shot down two Japanese Zeros within three days while escorting Marine dive bombers and torpedo bombers over Rabaul, New Britain.

They were his second and third victims of the war.

★ Marine First Lieut. Frank Coleman Railsback, Tallahassee, veteran of the Bougainville campaign, has been awarded the Bronze Star Medal for "heroic achievement in action."

★ Decorations were presented by Col. Warren H. Higgins, commanding officer of Hendricks Field in behalf of President Roosevelt.

Mrs. Leroy S. Hooper, now living at Fort Pierce, accepted the Silver Star and the Air Medal for her husband, First Lieut. Leroy S. Hooper of Los Angeles, Calif., missing in action in the Southwest Pacific.

★ Staff Sgt. Lowell R. Garner, Trenton, recently was awarded the Distinguished Flying Cross and Air Medal, it was announced from somewhere in New Guinea.

Sergeant Garner is assigned to a B-24 Liberator unit in the Fifth Air Force. The Distinguished Flying Cross was awarded for sinking a Japanese transport off Kavieng, New Ireland. The Air Medal was given after he and his crew fought a running battle for two hours with night fighters while on a mission to Hanna Bay.

★ On a mission over the City of Rome, First Lieut. Arthur C. Lynn, Bristol, copilot of a Martin B-26 medium bomber, flew his fortieth attack against Axis held positions in a period that has taken him over the islands of Sardinia and Sicily, and the mainlands of Italy and France.

The raid over the Eternal City in March 1944, was a high spot in Lieutenant Lynn's 11 months overseas as a flier. The target for that day was Ostiense railroad yards. The airmen had been warned doubly in briefing to avoid historic and religious landmarks.

"Rome is a beautiful city from the air," Lieutenant Lynn said. "We could see clearly the Vatican City, ruins of the Colosseum and many other landmarks."

★ The Gold Star in lieu of a Second Legion of Merit was presented to Capt. William Drane Brown, USN, Punta Gorda, recently by Secretary of the Navy Frank Knox in his office in the Navy Department.

★ Sgt. William Brantley, Micanopy, with an Artillery Division was the recipient of the Army's Good Conduct Medal.

★ Capt. John Love, Jacksonville, holder of the Distinguished Flying Cross, the Air Medal and three Oak Leaf Clusters, has completed his twenty-fifth mission over enemy territory, and has been reassigned for duty in England. At present, he is connected with headquarters of a bomber division.

★ Lieut. Allen F. Bunte, 23, Eustis, is a member of a Mustang Fighter Group in England. He has participated in three missions during which he destroyed one enemy aircraft.

A former Royal Air Force flier, he holds the Air Medal, three Oak Leaf Clusters and the Distinguished Flying Cross.

★ Staff Sgt. Arthur L. Patman of Chattahoochee, has been awarded the Army's Good Conduct Medal at Bainbridge, Ga., Army Air Field.

(Continued on page 56)

Congressman (on tour of front: What's the greatest feat of daring you have had in this theatre of war?

C. O.: It was when two marine fliers were floating around in a rubber boat and when called upon by a Jap submarine to surrender, tried to ram it.



# CAPITAL CHATTER . . .

• State School Superintendent Colin English announced approval of a \$20,800 grant from the General Education Board of New York City to promote education resources in the public schools and colleges of the State. The project will include the preparation of a handbook on Florida resources, detailed studies pertaining to resources at the county level, studies of changes in teacher training curricula and preparation of material on resources education for use of pupils in the public schools.

• Dr. Doak S. Campbell, president of Florida State College for Women and one of the South's foremost educators, is the president-elect of the Tallahassee Rotary Club. Dr. Campbell will be installed in July.

• The Florida Parole Commission restored 181 revoked drivers licenses during 1943. Of the 227 applications for restoration 46 were denied and five previously restored were revoked.

In 1941 the parole commission was named the sole authority by which automobile drivers' licenses which had been revoked could be restored.

• The Southern Probation and Parole Association chose James T. Vocelle, Florida parole commissioner, as president to succeed Edward B. Everett of Atlanta.

• Governor Holland appointed W. E. Bishop of Citra, as a grower member of the State Citrus Commission from District Three to succeed the late W. F. Glynn of Crescent City.

• The National Social Security Board has announced that a supplemental public assistance grant amounting to \$326,925 for the quarter year ending in June has been awarded to Florida. Under the grant, half of the money is supplied by the Federal government and the other half by the State. Of the sum, \$310,275 will go for old-age assistance and \$16,650 for aid to the blind.

• Governor Holland has appointed Mrs. Francis B. Childress of Jacksonville, and George L. Rosborough of Atlantic Beach, members of District 6 Welfare Board to fill existing vacancies.

• Florida Democrats have raised \$21,000 for the National Democratic Committee, State Treasurer Ed Larson, chairman of the Jackson Day Fund Campaign, announced. Last year \$18,600 was raised during the Jackson Day campaign. The 1944 State quota was \$36,000.

• Comptroller J. M. Lee told teach-

ers attending the annual Florida Education Association convention in Daytona Beach that funds already are available to make the last monthly teacher salary allotment, due May 15. Lee said this is the first time in history that funds have been available to make the \$1,362,887 payment on time.

• Helen Westfall of Miami, has been selected by Gov. Spessard L. Holland to serve on a committee of women to assist in plans for erecting a memorial to Capt. Colin Kelly in Madison.

• Gov. Spessard L. Holland praised the part women are playing in this war as Florida State College for Women dedicated a plaque April 18, honoring 243 alumnae serving in the armed forces or overseas civilian units. "Women have a greater stake in this war than any other group," Holland said, and are seeing duty in "services without which this war could not be won." The plaque was unveiled by Mrs. P. K. Weaver of Kissimmee. Several alumnae who are now in the armed forces attended the dedication ceremonies.

• Negotiations dealing with the sale of the Ringling lands is "moving along with increased momentum," Stafford Caldwell, special attorney for the Ringling estates said. Caldwell said that abstracts of titles were being drawn in the sale of 33,000 acres of sugar bowl lands in Sarasota County at \$3.50 per acre. Representatives of a national real estate promotion agency are in Sarasota concluding negotiations to handle certain Ringling properties in the Sarasota area.

• Taxes on dog racing and jai alai netted the State \$1,641,318, the governor's office reported April 22. The total from dog racing and jai alai added to the final figures of the horse racing season was \$6,664,450.

The complete jai alai and dog racing figures for the season are: Attendance 1,632, mutuel play \$49,255,735.

• The supreme court has ruled that a municipal hospital's officials have the right to prescribe qualifications for surgeons who practice in the institution.

It upheld a Pinellas County circuit court order dismissing a suit by which T. H. Green sought to compel supervisors of St. Petersburg's Mound Park Hospital to permit him to practice major surgery.

• The Office of Defense Transportation has allotted 80 new school buses for use in Florida during the rest of

this year, State School Superintendent Colin English said. Distribution of the new buses will be governed by the ODT according to what it considers most pressing needs, and applications may be obtained through the State Department of Education.

• Governor Holland accepted the resignation of Henry S. Baynard of St. Petersburg as secretary of the State Racing Commission April 14. Baynard tendered his resignation several weeks ago to run for the State senate but he was requested by Holland to continue in office until the end of the horse racing season. He was appointed a member of the commission in 1941 and was named secretary in 1942 to succeed Milo Vega, resigned.

• Al House, one of Florida's most notorious criminals, lost another appeal to the Supreme Court for freedom from prison sentences totaling 50 years. The court, without a formal opinion, denied his latest petition for a writ of habeas corpus. House, who has started studying law at the prison in his spare time since he was sentenced in 1925, has brought his case directly to the supreme court on several occasions. He was convicted in Hillsborough County for burglary, larceny and possession of burglarious tools.

• Florida's prison population was increased by 17 during March, S. L. Walters, chief clerk of the prison division announced. There were 2,498 prisoners on March 1, compared with 2,515 March 31. Sixty-five prisoners were released during the month, one died and 92 were received by the prison. Fourteen escaped and nine of them were recaptured. Six others who escaped prior to March 1 also were recaptured.

• Florida is paying cash grants to recipients of old age assistance at the rate of \$10,754,404 per year on the basis of the April payroll, State Welfare Commissioner Leland W. Hiatt announced. The increase over the previous month was at the rate of more than \$2,000,000 annually, and was made with revenues derived from racing in excess of the \$2,000,000 guaranteed by the cigarette tax, plus matching Federal funds. The April distribution was \$894,617, as compared with \$713,610 for March, an increase of \$181,000.

• Thirteen Florida State College for Women students were elected April 13 to membership in Mortar Board, national women's society for outstanding senior college students. They are Pat Aiken of Jacksonville, who was designated president of the organization for the coming year; Isabell Rogers, Betty Lewis, Mary Lucy Mendenhall and Nancy Parker of Tallahassee; Elizabeth McFarland and Cleo Sapp of Jacksonville; Jean Corry of Quincy; Dot Caswell of Alachua; Cordelia Bar-

(Continued on page 55)



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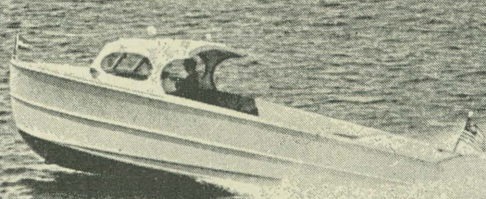
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# With County Commissioners

**C**OUNTY COMMISSION Chairman Preston B. Bird, Dade County, advocates the establishment of branch clearing houses throughout the State to which juvenile delinquents and mental cases subject to rehabilitation could be sent. This would place the burden of expense of caring for these on the State instead of the counties.

■ Marion County commissioners have accepted the recommendations for after-the-war operation of the county's road department prepared for the board by County Engineer J. E. Walker.

■ County Engineer Winston E. Wheat, Escambia, reported to the commission that damages to the sound bridge across Escambia Bay and the canal bridge near Perdido Bay have been damaged to the extent of \$4,200 by tugs missing the draw.

■ Pinellas commissioners voted to appropriate \$1,000 for repainting the Florence Crittenden home in St. Petersburg and to increase the annual budget from \$600 to \$1,000.

■ Duval County board has taken under advisement a request from Jacksonville planning advisory board that they order a survey of septic tank conditions in Jacksonville and adjacent subdivisions, looking to a remedy for stream pollution from this source.

■ Palm Beach County commission held an informal discussion around possible construction by the State or Federal government of a beeline highway several miles west of the coast from Jacksonville to Miami. Some argued this would turn coastal cities into "ghost towns," while others maintained that such a road was inevitable but would not retard development of coastal towns.

■ Keenly aware of the possibilities of post-war aviation, the Pinellas commission has employed George Dunn of St. Petersburg, as executive secretary of the Pinellas County aeronautical committee.

■ St. Johns County commissioners, upon advice of Attorney General Tom Watson refunded the qualifying fees of a candidate for county office who withdrew from the race upon advice of his physician.

■ Dade County commissioners struck the names of three Republican candidates from the primary ballot for technicalities.

■ Fire protection in Dade County will be improved after adoption of the new budget by the county commissioners at their April meeting. This will include expanding of personnel and adding of new equipment. Chairman Bird was authorized to make these changes.

■ The commission of Volusia County was served an alternative writ of mandamus to call a local option election on prohibition April 21. The action was taken as a result of five petitioners presenting their plea to Judge George Jackson.

■ E. P. Barwald, Duval County auditor advised the board that 90 voting machines would be installed in ample time for the first democratic election on May 2.

■ Monroe County commissioners revised the county registration book at their April meeting. Publication was made of all names stricken from the list.

■ J. Frank Roberts, chairman Monroe County commission has proposed that the county pay clerks and inspectors \$3.00 additional to cover meals brought in to them at the polls while on duty. Heretofore the practice has been for the poll officials to leave their posts to secure meals.

■ The joint city-county health department advisory board for Tampa and Hillsborough County held its organizational meeting during April for the purpose of electing a chairman and secretary.

■ Lumber priorities have been obtained for the construction of three bulkheads, part of the Virginia Key causeway, according to report by County Commission Chairman Preston V. Bird of Dade County.

■ Hillsborough County commission is urging the State Road Department to complete the location survey for State road 79 from Hopewell to Tampa.

■ St. Lucie County is endeavoring to secure appropriate "reimbursement for the use of the Ft. Pierce harbor in the interest of national defense in commerce." The district has nearly \$2,000,000 invested in improvement of this harbor.

■ At the April meeting the Manatee County board completed arrangements for voting by absentee electors. A group of 108 precinct officials was named by the commission to serve at the polls in the May 2 primary.

■ The proposed \$1,858,000 inlet district refunded bond issue at Ft. Pierce has been confirmed and validated in a decree signed by Circuit Judge A. O. Kanner.

■ Budgeted and unbudgeted revenue collected by Duval County up to March 31 totaled \$1,476,386.07, Elliott W. Butts, circuit court clerk reported to the commission in his financial statement. This is 4.56 percent above the anticipated revenue.

■ Hillsborough County commissioners have decided to take action against fruit packers and processors who have

been dumping fruit refuse and water polluted with harmful chemicals into county owned drainage ditches.

■ Governor Holland has been requested by the Hillsborough County commission to appoint a successor for T. J. Beatty, county surveyor who died recently.

■ Bradford County commissioners have been asked by the Starke city council to cooperate in a project to provide recreational activities for young people during their vacation from school this summer.

■ Orange County commissioners have been petitioned to take over for maintenance a certain road in the Zellwood Drainage and Water Control district. The request was denied by the board because of shortage of funds and the additional burden placed on county maintenance crews.

■ A separate home for juveniles will be provided by Polk County following the appropriation of \$5,000 by the board; this amount to be matched by another \$5,000 from public subscriptions. The home will be located in Bartow.

■ \$22,000 for use in operation of Osceola County schools was voted by the Osceola County commissioners at their last meeting.

■ Brevard County has launched a move to rid the county of breeding places of mosquitoes. A program of control will be undertaken as soon as the survey now being made is completed.

■ Members of the Brevard County commission met in Sanford with the State Road Department and agreed to sell Mather's Bridge over Banana River at the lower end of Merritt Island to the State for \$12,000. It will be freed of tolls June 1.

■ Santa Rosa County board has increased its equipment for road building and maintenance by the purchase of a new Diesel patrol machine. In addition the board has approved the immediate starting of repairs on the courthouse and county stockade.

■ Sumter County has opened the county health department in conjunction with the State Board of Health.

■ Commissioner C. Sweet Smith of Brevard County, was among the delegation attending the State Road Department meeting in Sanford when the department was asked to undertake road repairs and construction in that county.

■ The Duval County commission has granted W. Q. Cobb, member of the county road patrol who was called into military service April 1, a month's leave of absence with pay.

(Continued on page 55)



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# CONTRACTS · NEW PROJECTS · CHARTERS

## \$26,000,000 Construction First Quarter of 1944

FLORIDA CONSTRUCTION contracts totaled \$26,600,000 in the first quarter of 1944, the research division of the Florida State Chamber of Commerce reports.

Awards for the three-months period were 34 percent under the \$41,000,000 registered in the first quarter of both 1943 and 1942.

While off from previous highs, Florida construction continues at levels above those predicted by government and industry experts. Forecasts have usually placed Florida volume at well under \$100,000,000 for 1944, as compared with the \$300,000,000 record reached in 1942 and \$188,000,000 in 1943. Continuation of present trends will see a program 15 to 20 percent higher than these estimates.

Public construction, including roads, streets, etc., and installations for the armed services, continued to account for most of the State's building. Awards for such uses came to \$22,800,000 or 86 percent of all construction.

Private construction amounted to \$3,800,000 as compared with \$4,400,000 in the comparable period of 1943 and \$9,500,000 in 1942. While sharing in the decline from 1942 and 1943 highs, private construction made up a larger proportion of the 1944 program, accounting for 14 percent. From early in 1942, with the beginning of the tremendous war expansion, until the close of 1943, private and industrial building had accounted for less than 5 percent of total construction volume.

The Florida program continued to be relatively greater than in other areas. In the whole South (sixteen States and the District of Columbia) the first 1944 quarter showed a sharp decline of 56 percent from the same period of 1943.

The demands of war have given manufacturing industries a forced growth in the last three years, but a return to the production of consumer goods and normal marketing will once more reestablish trade and service as one of the chief elements in Florida's economy.

All nonagricultural industries in Florida employed an average of 498,000 wage earners in 1943, a new high and an increase of 137,000, or 38 percent over the 1939 average of 361,000. An average of 116,000, or 24 percent of the total employed were engaged in manufacturing in 1943, whereas these industries employed only 68,300 in 1939, 18 percent of all employment. The gains in manufacturing, measured by employment, has been 70 percent

in four years, compared with the gain of only 35 percent in nonmanufacturing industries.

Because of the tourist industry, an important part of Florida's business has been in stores, shops, restaurants, hotels and other service establishments. In 1940, 20 percent of the employed workers in the State were in wholesale and retail trade, whereas only 16 percent were so employed throughout the country. Nationally, only 22 percent of employed workers were engaged in the various service trades in 1940, compared with 30 percent in Florida.

The bulk of the wartime manufacturing growth in the State will not survive the war. A sharp cutback to approximate pre-war levels may be expected, followed by a continuance of the steady but unspectacular growth that prevailed prior to 1940. Increase in tourist trade and construction and further agricultural diversification may be expected immediately, however, with a revival of trade and service industries naturally following.

The State cabinet granted Arnold Oil Explorations, Inc., a one-year oil drilling lease on several thousand acres of lake and river bottom lands in Florida. The cabinet also approved a lease for the firm on 3,000,000 acres of Gulf Coast land and off-shore bottoms.

## Florida Allotments

THE FEDERAL WORKS Agency has announced the following allotments for war public works, public services and child care projects for Florida.

The projects had previously been approved by allocation of funds delayed until Congress voted additional Lanham Act funds.

Lynn Haven, waterworks, \$23,000; Tampa, waterworks, \$106,196; Carrabelle, school addition, \$13,250; Carrabelle, school, \$31,120; Apalachicola, school, \$80,000.

For recreation: Orlando, \$12,945; St. Petersburg, \$4,000; Jacksonville, \$7,383; Cocoa, \$2,212; and Bradenton, \$4,144.

Child Care Facilities: Franklin County, \$1,000; Hillsborough County, \$12,000; Highlands County, \$10,000; Dade County, \$10,000; Polk County, \$20,000; Panama City, \$37,900; Duval County, \$68,560.

Apalachicola, water and sewer facilities, \$60,562; Miami, recreation facilities, \$68,600; Jacksonville, water facilities, \$53,100; Carrabelle, water and sewerage facilities, \$205,500, Federal construction; Panama City, garbage

disposal facilities, \$28,665; Pensacola, recreation facilities, \$35,000, Federal construction; Sebring, fire-fighting facilities, \$2,825.

Among grants for maintenance and operation of war service projects were:

Franklin County schools, \$17,003; Lake City recreation facilities, \$5,890; city of Lake Wales recreation facilities, \$3,230; Panama City recreation facilities, \$26,300.

## Charters Granted

SECRETARY OF STATE Gray has released the following list of charters issued by his office:

Florida Soap and Tallow Corporation, Tampa; hides and furs; 200 shares no par value. Directors: David H. Jackman, Harry B. Davis, Wilson D. Smith, Samuel C. Wood, Harry C. Hand.

East Florida Land Company, Inc., Tallahassee; real estate; 600 shares \$1 par value. Directors: Cyril J. Jones, William K. Alligood, Robert W. McGinniss.

Hucon Realty Company, Inc., Miami Beach; real estate; 100 shares no par value. Directors: Samuel J. Kanner, Eva W. Jones, Stuart W. Pottor.

Eight Incorporated, Miami; real estate; 5,000 shares \$1 par value. Directors: George H. Salloy, Myron S. Guentree, Corinne Skinner.

Oxford Corporation, Miami; real estate; 50 shares no par value. Directors: Pauline Samuet, Victoris Launer, Morris S. Salomon.

Dade County Development Company, Jacksonville; real estate; 500 shares \$100 par value. Directors: Agnes W. Painter, Roger M. Painter, J. T. Alexander.

Bahia Honda, Inc., St. Petersburg; real estate; 160 shares \$100 par value; 48 shares no par value. Directors: Robert T. Kyle, William Atkinson, Mary Atkinson.

Cushay Realty Company, Miami Beach; real estate; 48 shares no par value. Directors: Herman M. Berk, Harry Gordon, Eleanore Feldman.

Tampa Oil Company, Tampa; wholesale and retail oil; 50 shares \$100 par value. Directors: James L. Lee, Stewart L. Pomeroy, Juanita L. Lee, Odelle Sirmons Pomeroy.

Charter of Gran Corporation, St. Petersburg; real estate; 10 shares no par value. Directors: Graham B. Moore, Anna K. Moore, Ed. W. Harris.

Southeastern Liquor Distributors, Inc., Miami Beach; importing and selling wines; 100 shares no par value. Directors: Herbert W. Schwarz, Rosalyn K. Grover, William R. DeCostas.

(Continued on page 52)



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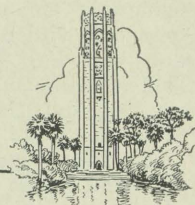
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# PEOPLE

CHARLES B. GALLOWAY, vice president of the First National Bank of Tampa, announced that eight legal holidays had been dropped for the duration by Tampa banks. Banks will observe New Year's Day, Independence Day, Labor Day, Thanksgiving and Christmas, with any other holiday the merchants wish to declare such as Armistice Day.

WILLIAM F. THORNE of Lake Mary, was reelected commander of Campbell-Lossing Post 53 of the American Legion, Sanford.

MRS. WATKINS A. SAUNDERS of White Springs, was unanimously elected president of the Florida Federation of Music Clubs at the twenty-seventh annual convention in West Palm Beach.

DR. H. L. DONOVAN, president of the University of Kentucky, forecast the end of the war in Europe this year and said a great task will face the Nation's educators when peace returns, in addressing the Florida Education Association at its annual delegates assembly in Daytona Beach.

DEAN RUSSELL A. RASCO, State director of the War Manpower Commission, has announced the appointment of William S. Gregory of Jacksonville as State chief of training for the WMC with headquarters at Tallahassee.

JAMES R. STOCKTON, Jacksonville realtor, and president of the Telfair Stockton & Company, Inc., was elected a director of the Pennsylvania-Central Airlines Corporation at the annual meeting of the stockholders held in Washington, D. C.

EUGENE R. ELKES of Tampa, was elected district governor, succeeding E. C. Boozer of West Palm Beach, at the twenty-second annual convention of State Civitans at West Palm Beach.

FEDERAL JUDGE LOUIE W. STRUM granted United States citizenship to 95 soldiers, who were brought to Jacksonville from Camp Blanding for a special naturalization hearing.

MRS. WALDO E. CUMMER, prominent Jacksonville clubwoman attended sessions of the fifteenth annual meeting of the National Council of State Garden Clubs, Inc., held April 25, 26 and 27 in Atlanta.

MISS ALMA PRICE, personnel director and secretary of the Jacksonville Civil Service Board, was elected president of the Florida Association of Civil Service and Personnel Agencies at the annual meeting of the group in Jacksonville, Emory E. Walker of Lakeland, was chosen first vice presi-

dent; Miss Frances Stearns of Tampa, second vice president; A. H. Saperstein, Miami Beach, third vice president, and B. H. Hadley of Miami, secretary-treasurer.

MRS. EVA J. DIVERS, 24, of Tampa completed her enlistment in the women's reserve of the Navy in Jacksonville, joining her husband and three brothers in the fight against the enemy.

B. R. FULLER, Daytona Beach, was elected president of the Southern Bakers Association at its annual convention in Augusta, Ga.

W. S. TAYLOR of Gainesville, was elected Grand Master of the Florida Grand Lodge of Free and Accepted Masons at the annual communication of the order. Mr. Taylor has served as Deputy Grand Master during the year just closing and succeeds Fred B. Noble of Jacksonville.

CAPT. THOMAS MANN, USMCR, was made an honorary member of the Jacksonville Junior Chamber of Commerce Luncheon Club. Captain Mann has 10 Jap planes to his credit, is a native of Terre Haute, Ind., and intends to make Jacksonville his home after the war.

MRS. FRANCES EWALL of Tallahassee, assistant to George L. Burr, Jr., executive head of the Florida Defense Council, was in Marianna April 21, to address women volunteer aides of the Jackson County Council.

J. B. CHANCEY, deputy fire chief, a veteran of 36 years in the Jacksonville fire department, was honored by his son, Fireman H. N. Chancey at a birthday party at Station 5 on Riverside Avenue.

FRANK G. SLAUGHTER, Jacksonville physician and author, has recently been promoted to lieutenant colonel. He is stationed at Camp Kilmer, N. J., serving as chief of surgery in the station hospital there.

GEORGE W. GIBBS, JR., treasurer and general manager of Gibbs Gas Engine Company, Jacksonville, and vice president of Gibbs and Harrison and of the Miami Marine Construction Company at Miami was elected a director of National Airlines at the directors meeting in Jacksonville. National's directors, in addition to Mr. Gibbs are H. R. Playford and Paul Poynter of St. Petersburg, E. P. Taliaferro and Col. Jerome A. Waterman of Tampa, Paul Scott of Miami, and William K. Jacobs, Jr., of New York City.

CHARLES O. ANDREWS of Orlando, Florida's senior member in the senate, with Mrs. Andrews, came down

to Orlando to vote in the Democratic primary May 2.

MISS ELODIE KAVANAUGH, 2, daughter of Mr. and Mrs. J. E. Kavanaugh of Jacksonville, became an honorary life member of the Florida State Hotel Men's Association at the closing session of that group in West Palm Beach. This honor was bestowed in recognition of the 30 years of outstanding service and accomplishments of Mr. Kavanaugh, as founder president of the organization.

L. F. CHAPMAN, superintendent of the State Prison Farm at Raiford, spoke on "Industry and Post-War Planning" during a bi-monthly meeting of the Zonta Club of Jacksonville.

DR. W. W. ROGERS, Jacksonville health officer was chosen as first vice president of the Florida Public Health Association in St. Petersburg.

VICTOR HUBORN NORTHCUTT, Tampa banker, was elevated to the presidency of the Florida Bankers Association as the fifty-first annual convention and war conference of the association ended in Jacksonville.

CECIL H. LICHLITER, who has been connected with the enforcement division of the district OPA office in Jacksonville since April 1942, has been appointed enforcement attorney for OPA in the Tampa area.

DR. SHALER RICHARDSON, Jacksonville, secretary-treasurer and editor of the Florida Medical Association's Journal for the past 19 years, was chosen president-elect of the State association at its seventy-first annual convention in St. Petersburg.

W. E. ARNOLD, executive director of St. Luke's hospital, Jacksonville, was named president-elect of the Southeastern Hospital Association at the annual convention of the association in Atlanta, Ga.

FRANK J. HEINTZ, prominent Jacksonville lawyer, has been named assistant attorney general of Florida by Attorney General J. Tom Watson.

J. S. MIMS, vice president and general manager of the Tampa Morning Tribune since 1932, was elected president and publisher by the board of directors.

EDWARD BALL of Jacksonville, trustee of the Alfred I. Dupont estate, was elected president of the Florida Bank in Orlando to succeed J. Neal Greening, who resigned to devote himself to citrus interests.

OSCAR O. DAUMER, department commander of the United Spanish War Veterans of Florida has announced plans for the annual encampment at St. Cloud May 14-17.

MRS. JOSEPH L. GRAY of Lake City, was elected president of the Florida Federation of Women's Clubs at their fiftieth annual convention in Tampa, Mrs. Gray succeeded Mrs. Ralph Austin Smith of Sanford.

(Continued on page 54)



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# Florida Forest and Park Service Plans Expanded Park System . . .

FLORIDA FOREST and Park Service has a program for a vastly expanded State park system to, among other things, keep the thousands of tourists in the State a few weeks longer, as well as to provide homefolks with more recreational facilities for utilization the year around.

The plan contemplates spending \$7,301,100 in the years following the war to complete the eleven existing State parks and one public camp, and to acquire and develop nine more parks, two more camps, 75 smaller recreation areas and 60 wayside picnic grounds.

"Recreation is big business in Florida," the Forest and Park Service said in its outline of the program, yet the State has fallen sadly behind its competitor tourist States in making available public areas for fishing, bathing, camping and sightseeing.

California has 55 State parks, New York 61, Indiana 50. They have been developing them for 20 years at expenditures of millions of dollars annually.

Florida didn't start its park program until 1935, and the expenditures amount to about \$78,000 a year. Of the 11 State parks now under the Forest and Park Service, only six are in operation, two are under the care of custodians and three are parks in name only. None of them is complete.

"Most operating parks need additional cabins, rowboats, canoes, swimming facilities, bathhouses, playhouses, playgrounds, lodges, refreshment houses, and workshops for handicraft," the State agency points out.

"Nature centers and trails operated by trained personnel are required to serve an increasing demand for such educational service.

"It is an established fact that our visitors alone bring into the State millions of dollars annually for the express purpose of spending it on recreation while here. When our State park system helps to keep these visitors within the State for one additional day it is easy to see how worthwhile they are from a financial standpoint. The many other values cannot be computed in dollars and cents."

Present State parks are within 50 miles of only 35 percent of the population of the State. The proposed plan would put one within 50 miles of 75 percent of the residents "and accessible to the principal streams of traffic flow."

With the secondary recreational areas and wayside parks it would be almost impossible to travel the State's highways without having available one or more publicly operated playgrounds.

"State parks will not compete with private recreation enterprises," the forest service declared. "They will sup-

plement each other."

The kind of recreation offered, and the educational and scientific services provided will differ in each park according to its character.

The program contemplates spending \$2,150,000 to develop fully existing parks, with addition of 1,000 acres to the present 25,000-acre area.

Another \$3,500,000 would be spent for acquisition and development of the nine new parks and two new camps with a total area of 25,000 acres. The new parks would be located "so as to preserve for permanent public use and enjoyment" some of Florida's thousands of miles of beaches, 30,000 lakes, 43 springs, 600 miles of rivers and streams, limestone caverns, forests and prairies.

In all the existing parks, there are only two miles of Atlantic beach, no Gulf beach, 25 miles of river, 10 miles of lake frontage and no springs.

The 75 recreational areas would be small tracts close to populated centers to furnish such recreation as fishing and camping. Most of them would be donated, and the development cost is estimated at \$2,375,000.

The wayside parks would cost about \$150,000. They would be areas averaging about seven and a half acres along the highways. Their equipment would be limited to running water, picnic tables and sanitary facilities.

## Florida Cannot Grow Any and Everything

"There is only one Florida—nothing exactly like it anywhere else in the world," Dr. H. Harold Hume, provost for agriculture at the University of Florida, commented in reviewing some misunderstandings about Florida's agriculture.

Florida's variations in temperature, rainfall and soil conditions—ranging from temperate to tropical—make it possible to grow many kinds of plants and are also the reason why no one part of the State can grow all of them.

"We receive many letters from newcomers, or from people in other States who contemplate coming to Florida, about crops that may be grown, and we endeavor to set them straight on our possibilities and peculiarities before they spend time, labor and money on enterprises that stand little chance of success," Dr. Hume said.

To illustrate Florida's marked temperature differences, he pointed out that zinnias, a warm weather flower, can be grown in winter in the southern section, but can be grown successfully only in summer in the northern section.

Perennial plants belonging to, or originating in cold climates are gen-

erally out of place in Florida. "Gooseberries, currants, raspberries and rhubarb are good examples of such plants," Dr. Hume explained. "Of course, rhubarb is grown with some success when mature roots are brought in from other States, the grower getting a crop or two before the plants fail, but a rhubarb patch 10 to 20 years old, such as may be found in the plant's proper climatic environment, is unheard of in our State."

The provost explained that the great production season for vegetables in Florida runs from October to June, and the kinds that are grown in summer are limited in number and tend toward tropical forms.

"No one can make a plant do what he wants it to do, for plants don't behave that way. Thus, definite thought must be given to the time of year when it is to be planted and when it will mature," he said.

Provost Hume gave this yardstick of crop possibilities for Florida:

If a plant can be grown in a comparatively short time (90 to 120 days), it probably can be fitted in Florida agriculture.

Plants that come from warm areas and require long, warm periods, may be grown with good luck, but in most cases greenhouse protection or other artificial conditions must be provided.

Perennials that require low temperatures, possibly freezing, will not do well in Florida.

Plants from arid areas have little chance of success in Florida. Thousands of olive trees have been planted in Florida, but no olives have been forthcoming.

"As the years go on," Dr. Hume said, "we shall find new crops, and we need them, but our best prospects are those from such areas as Eastern Asia, where the climate is similar to ours. We have little chance of bringing in new plants from arid or cold regions."

When the heart speaks, however simple the words, its language is always acceptable to those who have hearts.—Mary Baker Eddy.

Price increases of from \$10 to \$12 a ton on four grades of wood pulp have been authorized by the OPA. Most of this pulp is sold to paper mills and the increases will be of benefit to Florida producers.

Pedestrians, remember that you can keep in step with the winning side by staying on the safe side. Walk on the left and you'll face oncoming traffic and be safe from the traffic approaching from the rear.

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# Philips Reelected President of Forest and Park Association . . .

AT THE TWENTY-SECOND annual meeting of the Florida Forest and Park Association held in Jacksonville during April, V. G. Philips, prominent Tallahassee lumberman and a member of the Leon County board of county commissioners was reelected president of the group.

J. H. Sherrill of Pensacola, was advanced from second vice president to the first vice president, S. Bryan Jennings of Jacksonville, was elected to succeed Sherrill, and H. S. Newins of Gainesville, was reelected secretary-treasurer.

The association's post-war program was established in a series of resolutions and includes:

Actively urge private timberland owners, counties, and State and Federal agencies to make available their pro rata share of the estimated \$21,000,000 capital investment cost and the approximate \$2,000,000 annual operating cost required to complete and make effective the program outlined by the Florida Forest and Park Service in its recent statement "Program for the Restoration and Development of the Forests and State Parks of Florida."

Effectuating a program of public assistance for private timberland which will promote attainment of this objective and encourage private timberland ownership. This program would include the employment of 20 additional foresters to provide adequate assistance to woodland owners and operators in management, utilization, and sale of forest products.

Expansion of existing Florida Forest and Park Service nurseries and construction of an additional one to provide sufficient planting stock for reforestation of abandoned farm lands and woodlands where seed trees are inadequate.

Requesting congress to revise the the Clarke-McNary Act, Section 4, allowing assistance in the production of nursery stock to all landowners instead of only to farmers as is now the practice.

Providing through Federal agencies for long-time low interest rate financing to carry investments on young growing forests which will help forestall liquidation of immature forest stands.

Providing through Federal agencies for forest insurance against fire, insects and disease which will encourage investment of private capital in the forest enterprise.

Urging and activating a program of public enlightenment and appreciation of the importance of forest and recreational resources through three principal channels, as follows:

The adoption by the State Board of

Public Instruction of a comprehensive and integrated curriculum of conservation education in the public schools of Florida, and appropriate conservation courses for teacher training in all institutions of higher education.

Cooperate with all other agencies interested in the proper care and use of natural resources in the presentation of a unified educational plan dedicated to the objective of utilizing every acre of Florida soil to its highest purpose.

The preparation and activation of an intensive educational program by the association.

Support the passage of the authorization amendment, as well as an immediate increase in appropriation to approach a 50-50 matching of State and private funds available for forest fire control.

Create interest, work for, and support referendum elections in the various counties to determine public attitude toward county-wide forest fire control, leading to eventual State-wide coverage.

Acquire six additional State forests and develop them to utilize problem areas to their highest advantage and train foresters in order that they can better serve the timberland owner, op-

erator and industry, and in so doing will better serve the public.

Work for expanding the facilities of the Florida industrial laboratory to include forest product utilization research and investigations on a scale approaching commercial operation particularly for scrub oak, cajeput, and cabbage palmetto.

Request the Federal government to locate a substation of the Southern Forest Experiment Station to serve Florida, Georgia, Alabama and south-east South Carolina.

Appoint a committee to study State regulation of cutting practices and cooperate with other agencies considering the same problem.

Endorse a timber typing and survey project to obtain information regarding the location and extent of forest resources on a county basis.

Endorse the recreational program of the Florida Forest and Park Service which will accomplish several objectives, including the completion of existing State parks; adding additional ones to a total of 23; providing three group camps; acquiring and developing 75 recreation areas, and developing 60 waysides in cooperation with the State Road Department.

Favor the establishment of the Everglades National Park.

Charles J. Williams of Jacksonville, explained to the association members how other States, notably Oregon and Washington, had adopted the slogans

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"Keep This State Green," and "Grow Timber," has accomplished much in arousing its citizens to the possibilities and values in growing timber.

"Florida can and must," said Williams. "It has the soil and climate. One who willfully retards or destroys our young timber by wood fires is an enemy to our State and Nation."

William F. Jacobs of Tallahassee, assistant State forester, another speaker at the session, declared that Florida's failure to continue forest production at its maximum was costing us much in wealth and business, but the problem could be corrected by carefully educating the people to the fact that timber is a crop that can be grown in a reasonable time and will have great value and use. Jacobs said that wood fires only can prevent this, and people must be taught to prevent fires. President Philips, who presided over the session, keynoted the convention with a plea to "Keep Florida Green and Grow Timber—a Crop of Green Gold."

He said that chemical science has recreated an age of wood by its discoveries in plastics, pulp and other products. "Wood fires must be controlled if Florida is to regain its great opportunity in forest production," he said.

Sir Walter Raleigh was beheaded as a spy.

## Florida Croplands Can Be Increased Fivefold

State farm experts believe Florida can multiply its croplands almost five times but they declare that greatly increased soil survey and conservation programs will be needed to get maximum production.

In a preliminary outline of a post-war agricultural development program for Florida, officials of the State Conservation Service, the State Extension Service and the University of Florida Agriculture College and Experiment Station estimated that Florida's cultivated land can be boosted from the present 1,751,000 acres to 8,738,000 acres.

They based their estimates on the best available knowledge of soil types, but pointed out that "Florida has lagged far behind the adjoining States in soil survey work," and some revisions in the program might be necessary when further tests are made.

Sanford State Farmers Market made sales of \$366,569 in January, \$93,637 more than sales in January 1943. Cabbage led all vegetables, celery coming second, tomatoes third, cauliflower fourth, iceberg lettuce fifth.

People who deny others everything are famous for refusing themselves nothing.—Leigh Hunt.

Miami's Harvey W. Seeds Post No. 29, American Legion continues number 32 on the list of big posts in the country, with more than 1,000 members. Omaha with 6,000 members is No. one post and Denver second.

Clewiston has been selected as one of three temporary war prisoners' camps, according to announcement from Atlanta. Prisoners assigned to the camp will be employed on the U. S. Sugar Corporation's plantation.

The Tampa Shipbuilding Company labor management committee represents the largest group of workers yet formed in the southeast, according to announcement of the War Production Board.

Announcement has been made by the Navy of the approved expenditure of \$49,500 at Whiting Field, Milton. The construction will include gun range, range house and ammunition locker.

Payments for 1943 include \$125,000 for cooperating in the Federal cotton program, \$68,000 to tobacco growers, \$201,000 for Irish potatoes, \$775,000 for fresh vegetables and \$1,921,000 for soil conservation.

In eastern lands they talk in flowers, and tell in a garland their loves and cares.—Percival.

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## FLORIDA'S TRUCKS IN WAR

(Continued from page 25)

the main Latin-American oil fields.

Despite the wartime limitations on available new equipment Florida's position as a defense bastion has brought about an actual increase in the number of trucks in operation, many of them undoubtedly falling into such special classifications as the fuel truck group mentioned above. Between August 1, 1942 and August 1, 1943 the number of trucks registered in Florida increased from 79,948 to 81,884, or a total of 2.4 percent.

Considering Florida's dependence on motor transportation as a source of State revenue, the comparison between the number of trucks and passenger cars in operation is illuminating. Because of their essentiality trucks have grown in number in Florida during the last two years whereas passenger cars have decreased due to obsolescence, lack of tires, irreparable mechanical failure, etc., until today the number of passenger vehicles in Florida is only slightly more than four times that of trucks, according to authoritative data compiled as of August 1 last year.



(Jacksonville Spring and Alignment Company)

This truck had a bad rear-end collision. In ordinary times it would have been junked but war restrictions made salvage necessary. It was completely rebuilt and returned to service.

Because Florida's trucks are paying their way in increasing ratio, State revenues from gasoline tax and special motor carrier tax sources have not shrunk as much from war restrictions as might otherwise have been the case.

The latest statistics show that these revenues were less than a million dollars lower for 1942 than for 1940 although they were more than \$5,000,000 below the high 1941 figure of \$39,772,000. Current revenues from these sources are estimated at approximately \$100,000 a day for Florida.

Thus the answer to the question: "What part do Florida's 81,884 trucks play in the war effort?"—a brilliant answer of achievement, of grim determination, continuing and bewildering headaches born of war's special problems, of dogged perseverance that has driven men and equipment beyond seemingly possible limits of endurance, of "keeping 'em rolling" to carry materials and munitions of war, food-stuffs and the necessities of life to a large segment of America, both geographically and population-wise.

It would seem wholly proper to paraphrase and make applicable to Florida truckers the comment of Donald M. Nelson, War Production Board chairman, on his return from the battle fronts:

"American trucks have been life-savers to our allies. They have been especially valuable because this is a war movement. The tempo is vastly different from the first World War. And when the chapter on transportation in World War II is written, I believe the

## CLEARWATER FIRM SHOWS

(Continued from page 26)

water associates are getting along just dandy, thank you.

"All we ask," his honor declares, "is that the government forget about us. We are too busy to waste time on experts from Washington. A couple of them spent an hour in my office yesterday. I left them to pore over my correspondence files, containing all the letters I had written and received during our fruitless quest for war orders. Just before they returned to Washington, one of them said: 'Mayor, we have learned more about what ails little business in the country this afternoon than we have found out in two years in Washington.'"

There is a moral and an inspiration in the Clearwater enterprise. The moral is this: "The Lord—not Washington—helps those who help themselves." And the inspiration is the bulldog courage of a little businessman, whose fight for his plant, his faithful workmen and his city proves the American system of free enterprise will survive, even in these days of mass industrial regimentation.

If George Seavy can do it for Clearwater, Florida, others can achieve similar victories for the hundreds of other small Southern cities, whose peacetime economies have been knocked out of kilter by the war.

"Impossible" is a word to be found only in the dictionary of fools.—Napoleon.

American truck will receive all the honor and glory it has earned and rightly deserves."

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JACKSONVILLE - FLORIDA



## LOOK TO FLORIDA'S FORESTS

(Continued from page 30)

wood alcohol but pure, clean alcohol. This alcohol in turn is the base material for a great many products, such as synthetic rubber, explosives such as smokeless powder and glycerin.

The most important fact about these chemical discoveries is that they began as sawdust which has always been a waste material in our lumber industries. Foresters have said that only 25 percent of the tree that grows in the woods has been reaching the consumer as commercial products. The stump, the limbs, foliage and the upper portions of the trunk have been left in the woods to rot. And even when the one or two logs of the trees were brought to the mill, they were sent through the saw and one to four bark slabs rolled out of the mill to the slat pile to be burned. Every time, too, that another board was sliced from the log in the mill, the sawdust pile grew a little higher and finally it was burned.

As a result of these chemical discoveries relating to wood, and with the new industries that will certainly come about from these discoveries in the post-war era, the Florida State Forestry Department estimates that 25 to 90 percent of every tree will be used—three times the amount that has been used heretofore. In addition, much waste will be eliminated and the income from the tree will be increased.

With scientific management being practiced throughout the State, Florida's tree crops can also be protected to a large extent from fire, insects, and disease, according to the State Forestry Department and thus prevent the present excessive waste.

Florida is in a good position to profit economically through these new wood-using industries. Her tremendous acreage of forest soils (there exists in the State 20,000,000 acres of land best suited to the production of timber crops) the rapidity of her timber growth and related factors make commercial tree crops an important State-wide industry.

Florida, however should not only supply the raw materials from her forests to out-of-State concerns; she should also formulate plans to develop and expand many of these new industries within the State. Science has made it possible for wood to be adjusted chemically or physically to do the work of such varying materials as tin, copper, iron, cork, aluminum, dyestuffs, grain-product alcohol, rubber, wool, cotton and many others. Florida plants manufacturing plastics in various forms, Florida factories turning out rayon, wool goods, plywood and "compreg" in salable products would not only serve as a practical answer to the State's post-war

## Holland Says Wealth Has Not Been Touched

Governor Holland told delegates to the Florida State Hotel Association convention in West Palm Beach April 13 that the State hardly has scratched the surface of its potentialities for future development.

He talked about untold possibilities both from the standpoint of tourist trade and permanent business.

Agriculture, industry, the possibility of oil development and aviation development, as a link with South America were cited as causes for optimism.

Governor Holland said hotel men, as greeters, have the most advantageous position for making friends for Florida, or for sending visitors home in a bad frame of mind.

J. Saxton Lloyd of Daytona Beach, chairman of the State Chamber of Commerce's State-wide advertising committee, asked support for a \$500,000 State appropriation to advertise Florida.

"If Florida isn't going to find itself relegated to the ranks of second-rate States," Lloyd declared, "it must plan to go after business by employing the same methods used by big business."

reemployment problem but would also furnish permanent business enterprises in which Floridians could invest profitably in their own State, and thus contribute to its prosperity.

## Public Safety Department Starts 3-W Campaign

The State Department of Public Safety, reporting automobile collision deaths have been cut 38 percent since 1941 has launched a special campaign urging pedestrians to watch carefully before they walk into highways or streets.

In every city and along the highways, the department has posted "three W" signs—"Watch While Walking," and "Help Win the War" by observing the 35 miles per hour request, saving lives, gas and tires.

"This campaign has been launched to reduce the pedestrian and other traffic death toll," said J. J. Gilliam, director of the Department of Public Safety. Gov. Spessard L. Holland approved the safety placards and commended the safety department for its educational campaign.

Figures compiled by the State Highway Patrol showed 489 persons were killed in traffic accidents last year, and 160 of these were pedestrians. Sixteen pedestrians were killed in March.

Special dairy feed payments of \$91,850 have been made to 657 Florida dairymen for October production to help meet the increased cost of feed. Similar payments for November and December will be made this month.

## THE WATKINS SYSTEM

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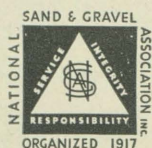
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## Personnel Named For Conservation Group

"Personnel of the newly appointed conservation division of the Florida State Chamber of Commerce is made up of representatives of sporting and industrial interests with the hope that a State-wide program satisfactory to both can be worked out for the benefit of Florida." Walter C. Sherman, president of the State Chamber, said recently.

"Both groups are vitally interested in conservation, although they do not agree on what constitutes proper methods. I believe that this division can formulate a plan which will be acceptable to all interests, and any State-wide plan must have State-wide support if it is to be successful" he stated.

Each year the Florida State Chamber of Commerce presents a gold medal for and in behalf of the Florida Wildlife Federation to an individual selected by the federation for the most outstanding work in wildlife conservation in Florida.

Ellis Davis of Kissimmee, was named chairman and Erl Roman, fishing editor of the Miami Herald, vice chairman of the division.

Other members of the division appointed by President Sherman are: L. C. Leedy, Orlando; Mrs. A. B. Whitman, Orlando; J. Allgood McClosky, Lake City; Frank E. Welles, Pensacola; James H. Allen, Pensacola; George M. Emmanuel, Tarpon Springs; A. S. Houghton, Coconut Grove; Joe M. Carr, Monticello; George S. Van Wickle, Miami Beach; N. Ray Carroll, Kissimmee; Earl W. Brown, Jacksonville; Edward C. Roe, Jacksonville; Frank D. Jackson, Tampa; Clyde A. Byrd, Daytona Beach; Charles Vaughn, Umatilla; Dr. A. J. Hanna, Winter Park; Dr. I. N. Kennedy and S. E. Rice Tallahassee; A. J. Robida, Jacksonville; R. H. Simpson, Monticello.

## Hays Urges Control Of Post-War Traffic

"This country will have some wild automobile driving when tires and gasoline are available after the war, and we must be prepared to clamp on immediate controls or traffic fatalities and injuries will rival those of the war," Walter L. Hays, Orlando, said in accepting the chairmanship of the safety and health division of the Florida State Chamber of Commerce.

Writing Walter C. Sherman, president of the State Chamber of Commerce, who announced the appointment, Hays pointed out that automobiles and trucks now operating are getting very old, tires are wearing thin, and accidents are increasing.

"People seem to have lost their driving discipline and are careless on the highways even though they are not speeding. They wander over the

roads and are not stopping before entering arterial highways.

"Truck drivers are operating long hours which causes fatigue, and due to the manpower shortage many young boys are replacing experienced men in truck operations," Mr. Hays pointed out.

The work of the State Highway Patrol and the State Industrial Commission was highly commended by Hays and the full cooperation of the safety and health division was pledged to both agencies.

Other members of the division appointed by President Sherman are:

Robert Scott, Wilmington, N. C.; J. D. Segal, Jacksonville; James E. Sheridan, Tampa; H. M. Sawyer, Jacksonville; M. B. McDonald, Miami; Loris B. Eurit, Stuart; Jack W. Simmons, Tallahassee; Dr. Henry A. Hanson, Jacksonville; Asher Frank, Tampa; J. G. Gilliam, Tallahassee; and Tyrus A. Norwood, Jacksonville.

The ability to speak several languages is an asset, but to be able to hold your tongue in one language is priceless.

Polk County school teachers who stay on the job for the full nine months term will receive an extra month's pay as a reward, according to action of the Polk County school board. Polk teachers are paid on a 12 months' basis.

## MCS BADGES AWARDED

(Continued from page 13)

The award, which the three company officials received in behalf of their employees was in the form of a small silver lapel button of a distinctive design. It was explained that the badge was to be presented to the principal officers and those employees whose efforts have contributed to the success of Contract Noy-4132, the project on which all the companies established their enviable records.

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The text of the award which was signed by Rear Admiral L. B. Combs, Acting Chief of Bureau of Yards and Docks, follows:

"Upon recommendation of the Board of Awards of the Bureau of Yards and Docks, the chief of the bureau has this date awarded you the Meritorious Civilian Service Emblem as recognition of the excellent services rendered over and beyond those normally required in connection with your duties in the construction program of this bureau.

"The chief of bureau congratulates you upon your outstanding performance and loyalty, and expresses his appreciation of the example you have set for your fellow workers in furthering the prosecution of the war on the vital construction front."

The recommendation for three awards was made by the Board of Awards at the Air Station and Lieut. Comdr. Thouren, and the Bureau, after carefully reviewing the recommendations announced that the following men would be honored:

The George D. Auchter Co.—George D. Auchter, president-treasurer; J. T. Monahan, vice president; G. D. Auchter, Jr., W. H. Glass, F. J. Balthazor, Morris Rushing, E. C. Kenyon, C. D. Glick, Len Walter, Walter Schirbock, John MacKintosh, Joe Arrington, John Olson, Frank Breen, A. J. Rosenthal, W. A. Casson, John Mason, John Davis and Jack Forbes.

Duval Engineering and Contracting Co.—George H. Hodges, president; Alexander Brest, secretary-treasurer; Calvin P. Johnson, E. D. Fambrough, R. E. Baldwin, J. S. Hagan, Jr., O. A. Price, Glen G. Searing, W. S. Dennis, J. A. Rawls, A. J. Hudson, David H. Youse, C. J. Eppert, John Hysler, Joe Stripling, Earl Hayner, Earl Carswell, C. L. Denmark, J. T. Williams, Harry Williams and H. L. Wood.

Batson-Cook Co.—Edmund F. Cook, president-treasurer; John E. Davis, first vice president; Amos Huguley, second vice president; L. R. Tillery, Cliff C. Glover, W. E. Higgins, Glenn B. Smith, S. M. Carpenter, Ernest D. Nix, C. O. Raby, S. L. Hodge, M. W. Fillinger, W. C. McGregor, J. C. Murphy, H. W. Sheppard, G. L. Ball and Joe E. Johnson.

Real estate transfers in Florida broke an all-time record in 1943, according to announcement of the Florida Association of Real Estate Boards with headquarters in Orlando. The total for the year was \$162,970,840. Dade County led in sales with \$64,842,880.

#### TALLATOPICS

(Continued from page 29)

collections in March 1944 of \$9,204,619.94 being 69.3 percent above the \$5,436,727.16 of March 1943.

The largest percentage gain was in race track taxes, with receipts through March totaling \$5,436,551.48, a whopping 632.6 percent jump from last

year's \$742,043.16. Gas rationing forced suspension of Miami's horse tracks last year.

Biggest producer among the taxes, however, remained the seven-cent levy on each gallon of gasoline, which provided \$16,493,925.58 for the nine months of 33.4 percent of the total State income.

In the same period of last year, the gasoline tax brought in \$14,172,651.08.

Almost every tax or license fetched more money, Hooten said. Intangible taxes were up 5 percent, from \$1,602,040.83 to \$1,681,941.11; estate taxes came to \$1,419,570.11, a gain of 3.4 percent; beverage taxes were up 6 percent to total \$6,190,231.14; while the cigarette tax, in effect only since July 1, 1943, produced \$4,471,611.17.

Among the State's important sources of revenue, only the motor vehicle license tax showed a decline, dropping 4.7 percent from \$7,803,948.02 in 1942-43 to \$7,437,687.42 for 1943-44.

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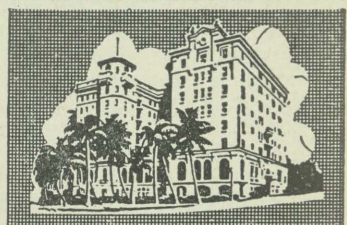
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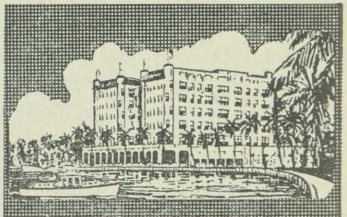
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SOME PEOPLE EXPECT to do a lot of business in this State, if the chartering of new corporations may be taken as a guide.

There were 82 corporations authorized by Secretary of State R. A. Gray to do business in Florida between March 15 and April 15 of this year, compared to 49 in the same 30-day period of 1943.

After declining in the first years of the war, the number of corporations seems again on the upgrade, with the chartering of 38 out-of-State and 243 domestic firms since Jan. 1.

During the five years of 1938 through 1942, the number of new corporations fell 1,870 behind those which dissolved voluntarily or were suspended for failure to pay the State tax.

★ ★ ★

SIXTY-FIVE CITIES with firemen's pension funds will share \$85,775.96 derived this year from a tax of one percent on premiums of fire and wind-storm insurance.

Miami will get the largest amount, \$18,046.09 reports State Treasurer J. Edwin Larson, indicating payment during 1943 of premiums totaling \$1,860,422 on coverage within its boundaries.

Jacksonville will receive \$10,760.77; Tampa, \$8,461.82; Miami Beach, \$5,222.42; Pensacola, \$3,355.31; Orlando, \$3,031.09; Fort Lauderdale, \$2,258.81; Panama City, \$1,441.98; St. Petersburg, \$4,896.57; West Palm Beach, \$4,349.07; DeLand, \$710.73; Eustis, \$253.01; Jacksonville Beach, \$233.80; Kissimmee, \$221.37; Leesburg, \$322.81; Winter Park, \$403.61.

★ ★ ★

IF THIS STATE follows South Carolina's lead in knocking the word "primary" from election laws to insure white supremacy Florida will be back to 1895.

Primaries developed out of the problem of how to get names for the general election when the State first began supplying ballots to voters. Previously, each voter wrote his own ballot or used one provided by candidates or parties, to deposit in the separate boxes for each classification of office at contest.

The 1895 law required county commissions to print ballots with names of all candidates nominated "by any caucus, convention, mass meeting, primary election or other assembly of any political party or faction."

Candidates also could obtain a place on the ballot through nominating petitions, signed for State and Federal

offices by 500 electors and for county and city offices by 25. Names of all candidates were printed together, irrespective of party.

The selection of nominees by conventions fell into disrepute because many believed cliques could control these, while the primary gained favor since the color line could be drawn against negroes.

Scattered primaries had been held since 1876, when Jephtha V. Harris won the Democratic nomination for Monroe's representative in the legislature after leading a protest there against the convention system.

These, however were conducted without State regulation and the abuses which occurred resulted in the 1897 legislature requiring primary participants to possess the qualifications of regular electors. The first State-wide primary was held in 1902.

In an effort to forestall legal attack upon the exclusion of negroes from Democratic primaries, the 1943 legislature changed the law to leave party committees as the sole judge of the eligibility of members.

Under the recent Texas decision of the supreme court of the United States, however, this was not enough, since the primaries still were conducted under State regulations.

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Fees collected from candidates (3 percent of the first year's salary of the position sought) would pay the expense of party primaries in many counties, should Florida wipe the word "primary" from State statutes but not in all.

★ ★ ★

**SECRETARY OF STATE R. A. GRAY,** is sending out 1943 supplement to Florida statutes, being the first biennial cumulative material the statutory revision department of Attorney General Tom Watson's office has published. Using the official 1941 Florida statutes as a foundation, The Harrison Company, Atlanta, and West Publishing Company, St. Paul, are issuing annotated statutes containing references to all court decisions construing the statutes past and present. Volume 22 just issued contains an article by Dewey Dye, Bradenton, former State attorney and State senator, on "Parties to Criminal Offenses." Earlier volumes carried articles by Daniel H. Redfearn of Miami, on history of probate law in Florida, and by James H. Willach, also of Miami, on divorce laws of Florida.

★ ★ ★

**HELPING FELLOWS** help themselves, vocational counsellors are putting the selective service's 4-Fs at work for the good of the country, too. Hardly a day passes that somewhere in Florida a man or woman, rejected in the past as unemployable gets a job—thanks to the State Department of Education's rehabilitation service.

About half of the 943 cases satisfactorily closed last year, reports State Supervisor Claud M. Andrews, originated with draft board. Now these 4-Fs not only are sharing the war load but earning an average of \$29 a week.

Take for example, the case of XY, whose left leg was warped by infantile paralysis.

XY was converted into a national asset by aptitude tests, which showed what best he could be taught, and the expenditure of \$42.23 for a leg brace, transportation and maintenance at school.

His work at an aircraft depot, with a beginning wage of \$125 a month may end with the war but then he'll have savings, experience and confidence in his ability to hold a job.

The supplying of a \$60 artificial leg was all a negro needed to get into an essential industry as a pulp wood cutter.

Then there was AB, a young man kept out of the Army by arrested tuberculosis. Uncle Sam will get back in 15 months, through the income tax, the \$136 of State-Federal funds spent to fit him as an aircraft sheet metal worker.

All permanently disabled persons above 16 years, who are in need of training to qualify for jobs at which

they could work successfully, are eligible for vocational rehabilitation.

While war has focused attention upon its worth, vocational rehabilitation was undertaken by Florida in 1927. Useful lives have been shaped in this State for more than 2,500 persons.

#### CONTRACTS—PROJECTS

(Continued from page 39)

Barlen Hotel, Inc., Miami; real estate; 50 shares \$100 par value. Directors: Marion Brooks, Phyllis Benach, Sylvia McCormick.

M. H. & P. C. Corporation, Miami; real estate; 50 shares no par value. Directors: A. J. Henderson, Emmett C. Choate, M. L. Butler.

Bamboo Tavern, Inc., Madeira Beach; general restaurant; 20 shares, \$100 par value. Directors: Marion T. Stephen, Bernard C. Dick, Marcia C. Dick.

Real Estate Exchange, Inc., Ft. Myers; real estate; 500 shares \$100 par value. Directors: T. H. Phillips, J. Gordon Colcord, F. E. Starnes.

The B. & J. Corporation, Miami; construction; 75 shares \$100 par value. Directors: C. J. Blake, M. J. Orr, T. A. Kanter.

Bralmo Incorporated, Miami Beach; real estate; 50 shares no par value.

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rated; operate and supervising airports and bases; 20 shares \$500 par value. Directors: William Geibel, Gerald B. Moody, Robert S. Watson, Howard Fitzgerald.

DeSoto Homes, Inc., Miami; general merchandise; 50 shares no par value. Directors: Joseph Weinstraub, J. Bernard Spector, M. R. Dack.

Gulf Coast Trading Company, Jacksonville; ship construction; 250 shares \$100 par value. Directors: Cecil F. Dodson, Edmund H. Teeter, Samuel T. Nash, T. Safay.

College Homes, Inc., Miami; real estate; 10 shares no par value. Directors: C. F. Wheeler, M. J. Casey, L. Rabadan, John G. Thompson.

Jane Apparel Corporation, Miami; wholesale and retail ladies apparel; 50 shares no par value. Directors: Victoria Launer, M. B. Drummond, Morris S. Salomon.

Walko Corporation, Orlando; real estate; 150 shares \$100 par value. Directors: Walter E. Havotes, Florence Hovater, Theo Langley.

Lerue, Inc., Miami Beach; hotels, apartments and restaurants. Directors: Lillian Cooper, Jock J. Rosen, S. A. Goodman.

D. & G. Construction Company, Pensacola; construction; 100 shares \$100 par value. Directors: O. D. Dodd, Floyd George, Dorothy B. George.

Watson Point, Inc., Pensacola; construction; 350 shares \$100 par value. Directors: M. R. Watson, Alma Burtscher, Royston Cabiniss.

Chavis Point, Inc., Pensacola; construction; 100 shares \$100 par value. Directors: W. O. Chavis, Ruth Mae Chavis, Edward Anderson.

Miami Marine Construction Company, Miami; construction and operate boats; 100 shares no par value. Directors: W. J. Steed, Roy Brewton, Theta Phay.

Glynquist Point, Inc., Pensacola; construction; 100 shares \$100 par value. Directors: Emil Glynquist, George S. Glynquist, and Josephine Glynquist.

Parda Point, Inc., Pensacola; construction; 100 shares \$100 par value. Directors: T. J. Parda, Florence Lehman, S. F. Parda.

Washington Apartment Hotel Co., Miami Beach; hotel and restaurants; 50 shares no par value. Directors: Herbert N. Schwiaz, Rosalyn K. Grover, William R. DeCostas.

Lacasel Corporation, Orlando; manufacture of chemicals; 75 shares no par value. Directors: Howard Apperson, Peter H. Brower, Jr., Walter J. Porter.

Martha, Inc., Palm Beach; manufacture wearing apparel; 150 shares no par value. Directors: Martha R. Phillips, Lynn Phillips, Herbert R. Phillips.

Champaign Realty Co., Inc., Miami Beach; real estate; 100 shares no par value. Directors: I. M. Bilderback, Dora S. Barr, John J. Curnin.

National Sales Agency, Inc., Tampa; insurance; 100 shares no par value. Directors: J. C. Kuykendall, P. C. Kuy-

kendall, G. B. Randolph, B. C. Tay, Will R. Goodyear.

South Florida Properties, Inc., Miami Beach; real estate; 50 shares no par value. Directors: Murray J. Maurer, Leon Rydd, Sam Soloney.

The Navy has approved a depth charge test building and other work at the Key West Naval Air Station to cost \$90,000.

The National Housing Agency approved construction of 260 publicly financed, temporary family units for war workers in the Panama City area and 60 privately financed family units at Key West.

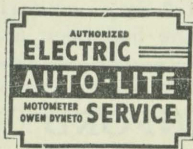
Optimism is life—pessimism, slow suicide.

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## PEOPLE

(Continued from page 41)

MISS RUBY NEWHALL of Gainesville, was reelected district governor of Florida Pilot Clubs during the State organization's convention in Daytona Beach.

MRS. MABELLE RAMEY of Miami, was elected worthy grand matron of the Grand Chapter of Florida, O. E. S. at the fortieth annual convclave in Tampa. Paul J. Beecham of Jacksonville, was elected worthy grand patron.

R. E. ROWLAND of Tampa, ODT district manager, has announced a transportation pooling plan for this part of Florida whereby 151,110 truck miles a year would be saved for dairies.

JESS DAVIS of Gainesville, department commander has completed the official program for the twenty-sixth annual convention of the American Legion and its auxiliary which will open May 31 in Jacksonville.

CHARLES G. STROYHEYER, 62, Sarasota County tax collector for 12 years, died suddenly of a heart attack April 15.

EDDIE LEE HIGGINBOTHAM, 43, Callahan resident died in a Rochester, Minn., hospital April 15. He was born in Nassau County and had resided here his entire life.

CLIFFORD LEROY ADAMS, SR., son of the late Frank Adams, twice president of the Florida State senate, and brother of the late Senator Stanley Adams, died April 17 of heart attack. He would have been 55 years of age in June.

JAMES McClymont, 66, former president of the H. and W. B. Drew Company, Jacksonville, died April 17 in New York City, according to an Associated Press dispatch. He had been a resident of Plainfield, N. J., for many years. Mr. McClymont was elected to head the Drew Company in April 1930, succeeding C. R. Simonds. He served as president until May 1931.

JAMES EDWARD SLAUGHTER, long-time resident of Jacksonville and veteran of the Spanish-American War, died April 19 in the Veterans Hospital at Lake City.

BRADFORD C. WEBB, 74, mayor of Ocala from 1934 until 1938, died in Ocala April 15 following a brief illness.

DR. JOHN WALTER ALSOBROOK, 68, widely known in medical circles, died April 10. Besides serving as a major in the first World War he was

Federal funds coming to Florida farmers for cooperation in the agricultural adjustment program for building soil fertility have reached a total of \$3,450,000, according to H. G. Clayton, State AAA administrator. More than 10,000 producers have benefited.

a member of numerous civic and fraternal organizations. He was president of the county medical association of Hillsborough County.

MRS. FRANCES McCLENDON SPEARING, native of Mandarin and close childhood friend of Harriet Beecher Stowe, died in a Jacksonville hospital April 15. She was the widow of George E. Spearing, who died in 1925 and had made her home in Jacksonville since her marriage slightly more than 50 years ago.

SAMUEL ALEXANDER PHILLIPS, 59, resident of Wildwood for the past 18 years, died at his home there April 11 following a long illness.

PROF. HERBERT JONES CHAFER, 60, widely known throughout Florida, died April 8 in a sanitarium at Orlando, where he had been a pa-

tient for three weeks. Funeral services were held at Orlando, with interment in Palm Cemetery at Winter Park.

RAYMOND GEORGE FOX, prominent Sanford business man who for the past two years had been connected with the Sanford Naval Air Station, died April 4 after being ill with pneumonia for two weeks.

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COL. CARL H. STRONG of Miami Beach, chief of intelligence of the Panama Canal Department died April 4 at Quito. Burial was at the Corozal Military Cemetery, Canal Zone.

CAPT. FRANK R. ICKES, 85, died March 30 in a Jacksonville hospital following a brief illness.

THOMAS P. DENHAM, 82, retired banker died at his Jacksonville home April 10. Burial was in the family plot at Monticello.

MARION BOYD JENNINGS, Jacksonville attorney, died April 14 at his home.

CHARLES ROBERT TOWERS, 75, president of the Towers Hardware Company, and prominent Jacksonville resident, died at his home April 13.

DR. JOHN CLEMENT ELLIS, prominent physician and civic leader of Perry died April 19 in Panama City after a brief illness following a heart attack.

ESTES GEORGE BAXTER, 64, prominent attorney and civic leader of Gainesville, died April 16 in a Jacksonville hospital following a long illness. He was prominent in the legal profession of the State, having served as president of the Eighth Judicial Circuit Bar Association and vice president of the State Association.

EDWARD MAGAWLY BANON, 75, direct descendant of a long line of English nobility, died suddenly April 13 at his Southside estate, Glenaveagh, Jacksonville.

#### COUNTY COMMISSIONERS

(Continued from page 37)

■ Commissioner C. Y. Byrd of Palm Beach County, reported to the board at its last meeting that he had completed arrangements for the construction of a sand graded road west of Delray Beach for the opening up of farm lands.

■ V. G. Philips, member of the Leon County board of commissioners was reelected president of the Florida Forest and Park Association at the 22d annual convention held in Jacksonville.

■ Putnam County is having the water system in the courthouse overhauled and also authorized the ordering and installation of thermostats.

■ The Cedar Key State Bank, Levy County depository has filed a statement showing a balance on hand to the credit of the county of \$37,774.86.

■ The Sumter County Times, Bushnell, was designated by the commission to carry the 1944 delinquent tax list.

■ When the time came to open bids for purchase of gasoline for county purposes, A. A. Poston, chairman of the Palm Beach County board discovered that not a single bid had been filed. The county engineer was authorized to buy essential gasoline to operate county equipment.

■ Escambia County board at a special meeting approved application for licenses from Earl J. Soderling and Veterans of Foreign Wars.

■ To help relieve the housing situation in Hillsborough County the county commissioners issued permits for the removal of a bungalow from Hopewell.

#### CAPITAL CHATTER

(Continued from page 35)

clay and Alieze Trieste of Tampa; Betty Ruth Aughenbaugh of Dade City and Margery Loomis of Coconut Grove.

● Governor Holland announced that Florida led six other Southeastern States by raising \$71,677.76 for the Army Emergency Relief fund from special showings of the motion picture "This Is the Army." He said figures sent to him by Jess G. Davis of Gainesville, State Legion commander, showed that Florida's fund compared with \$50,973 for North Carolina, \$42,188 for Georgia, \$38,077 for Alabama, \$31,298 for Tennessee, \$30,795 for South Carolina, and \$5,645 for Mississippi.

● The Supreme Court said that if public officials would follow the phil-

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osophy of a man who always fed his dog himself because he wanted the animal to know to whom it was indebted the terms "bureau and bureaucrat would cease to stink." The court affirmed a Dade County circuit court order compelling the town clerk of Surfside to permit inspection and copying of public records without charging a fee for supervision. Citizens of a municipality are the stockholders, "its officers nothing more than its agents," the court said.

• The Florida Parole Commission suggested in its annual report that a system of conditional release for all prisoners, by which they would be held under supervision after expiration of sentences, might be beneficial in Florida. At present, the State probation and parole authorities have jurisdiction over only those prisoners who are released before their normal terms of sentence are completed. The commission reported it had paroled 1,144 convicts between the time it was organized in October 1941, and last December 31, and had revoked only 46—or 4.1 percent—of the paroles for violation of rules.

• The supreme court has ruled that a person arrested on a search warrant issued by a circuit judge may not be prosecuted in municipal court on the basis of evidence revealed by the search. The decision reversed a Dade County circuit court order which remanded Daisy Wilson to the custody of the Miami police chief for prostitution in municipal court on gambling charges.

• The Nation's first work conference for the study of school lunchroom operation problems will be held at Florida State College for Women July 3 to 21, State School Superintendent Colin English announced. Eight southeastern State school superintendents already have said they will send members of their staffs to participate in the discussions. The Florida Department of Education will have charge of the program, which will be financed by a grant of \$1,625 from the general education board in New York.

• Specialized training in all phases of agriculture has been provided for more than 60,000 adult Floridians since Pearl Harbor through the stepped-up war program of the State Department of Education, according to Colin English, State superintendent. Since he took office in 1937, Mr. English said 12,797 high school boys have completed courses in practical agriculture, and 54,313 adults have attended night schools conducted by trained instructors.

## FLORIDIANS OUT FOR VICTORY

(Continued from page 34)

★ Second Lieut. Frederick W. Murray, Jr., 26, Jacksonville, bombardier on an Eighth AAF Flying Fortress, has been awarded an Oak Leaf Cluster to the Air Medal. The decoration was conferred for exceptionally meritorious achievement while participating in five separate combat missions over Europe.

★ Staff Sergt. Woodrow W. Wiggins, Ocala, radio operator on an Eighth Army Air Force Flying Fortress, has been awarded the Oak Leaf Cluster to his Air Medal, for "courage, coolness and skill" displayed on another series of five combat missions over Europe.

★ Lieut. Wallace G. Maxwell, Deland, holder of two victories over enemy aircraft, has been decorated with the Distinguished Flying Cross, for extraordinary achievement in the accomplishment of 40 fighter combat missions over enemy occupied Continental Europe. His other awards include the Air Medal with three Oak Leaf Clusters.

★ Lieut. Gen. George C. Kenney has awarded the Distinguished Flying Cross to Tech. Sgt. Harvey L. Kelsey, Ovid.

The award was made, the citation read, for "heroism in flight and ex-

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★ Distinguished Flying Crosses have been awarded:

Robert L. Bryant, Jr., first lieutenant, Bay Harbor.

Kenneth W. McCarthy, second lieutenant, New Smyrna Beach.

★ Staff Sgt. William A. Stafford, Jacksonville, has been awarded the Distinguished Flying Cross for "extraordinary achievement while participating in aerial flights in the Southwest Pacific area." He is serving with the Fifth Air Force.

★ Lieut. Frank Rehak, Jr., Tampa, 27, B-17 Flying Fortress pilot; flew 50 combat missions over Italy, France, Germany, Austria, Yugoslavia, Bulgaria and Greece; awarded Air Medal and nine Oak Leaf Clusters.

★ Six pilots from Florida are members of a veteran USAAF P-47 Thunderbolt fighter group operating from Italy:

Flight Officer Cecil O. Dean, Panama City, with four victories to his credit; Second Lieut. Jim R. Oxner, Oklawaha; Second Lieut. Lemuel H. Bellamy, Daytona Beach; Second Lieut. Lamar F. Perry, Arcadia; Staff Sgt. James M. Miller, Tallahassee and Sgt. Jon P. Rogers, Jr., Jacksonville.

★ The Air Medal has been awarded to Tech. Sgt. Alton M. Cooley, St. Petersburg, for "meritorious achievement in flight missions in the Southwest Pacific area."

★ Tech. Sgt. Ernest D. McRae, Jr., Jacksonville, has received commendations for outstanding conduct and excellent performance of duty in recent engagements in the South Pacific.

★ Another Oak Leaf Cluster in lieu of an additional Distinguished Flying Cross, has been awarded Capt. Richard A. Wheeler, USAAF pilot, Jacksonville. Captain Wheeler received his latest decoration for extraordinary achievement while participating in aerial flight over Rabaul, New Britain on January 6. He led an element of fighters against a numerically superior enemy force, destroying two enemy aircraft and driving off others which were attacking a damaged American fighter.

★ Capt. William J. P. Griffin, Fernandina, a veteran of 13 years in the military service, was decorated with an Air Medal and an Oak Leaf Cluster to the Distinguished Flying Cross. Now stationed at Second Air Force Headquarters in Colorado Springs, Colo., Captain Griffin received the awards for participating in more than 60 missions against the enemy in the Southwest Pacific.

★ A Florida pursuit pilot, who flew 180 combat missions against the Japanese, has arrived at the Miami Army Air Forces redistribution station here for a rest and reassignment.

He is Capt. Edward C. Flood, 29, Fort Meade, who twice returned to his base with one engine of his Lightning pursuit craft disabled. He won the

Distinguished Flying Cross and Air Medal with Oak Leaf Cluster.

★ One of the first survivors to report back to the New Orleans Armed Coast Guard Center since their Liberty ship was torpedoed by an enemy submarine January 2, 1944, was Louis D. Fewox, Jacksonville. "It was a very interesting experience," Fewox said, "now that it's over."

★ MacDill Field officers and enlisted men received decorations in a colorful review at the Army air field for their meritorious and extraordinary achievement in helping to photograph strategic enemy territory.

All members of the Third Photo Mapping Squadron, those receiving the Air Medal included Maj. Patrick B. McCarthy, Tech. Sgt. Charles P. Brandt and Capt. Harold L. Wood, St. Petersburg; Master Sgt. Herschel Rigins, Pensacola.

★ Major Charles J. Rosenblatt, Jacksonville, approached so close to a Messerschmitt 109 that the enemy fighter sprayed his Mustang with blazing oil. The 24-year-old major scored his first victory over the Luftwaffe by sending the 109 down in flames.

"I chased him all over the sky for

almost two minutes before I could catch him. I finally opened up on him

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and closed, to within about a hundred yards. About that time I could see my bullets hitting his wings and fuselage. I got closer and he started spraying hot oil and coolant fluid all over my canopy.

"When I finally broke away from him," he added, "the German plane was in flames, going down."

Major Rosenblatt wears the Distinguished Flying Cross and the Air Medal with three Oak Leaf Clusters.

★ Major James R. Farris, Sarasota, was awarded the Distinguished Flying Cross for extraordinary achievement on July 11, 1943, when he brought his plane, badly damaged by enemy fire, back to a friendly base and crash-landed it without injury to his paratrooper passengers.

★ Lieut. Harry W. Poppell, Jr., Jacksonville, who earlier was reported as missing in the Asiatic area, now has been reported dead. Lieutenant Poppell was killed as a result of an aircraft accident, while flying the India-China route for the Air Transport Command.

He holds the Air Medal for meritorious achievement and a presidential group citation.

★ A third Oak Leaf Cluster to the Air Medal has been awarded First Lieut. David Proctor, Jacksonville, bombardier on a Flying Fortress, for "meritorious achievement" on 20 combat missions over enemy Europe.

★ Award of the Silver Star Medal to Comdr. Robert H. Wilkinson of New Smyrna, for leadership as commander of a transport division during the occupation of Rendova Island in the New Georgia group of Solomon Islands was reported by the Eleventh Naval District.

★ Good conduct medals, awarded after one year of meritorious service in the United States Army, have been given to a large group of soldiers now serving in the European theater of operations.

Among the men recently awarded the medal are:

Baldwin: Pfc. John N. Thornton.

Bartow: Pfc. Cecil Prine.

Branford: Pfc. Lee F. Starling.

Fort Meade: Pvt. John T. Bowles.

Fort Myers: Pvt. Jackson C. Whidden.

Grand Ridge: Pfc. James R. Bryant.

Hialeah: Pvt. Curtis A. Barfield.

Jacksonville: Sgt. Armand A. Dupont, Corp. John T. Collins, Sgt. Grady B. Caldwell, Corp. Charles Joiner.

Lake City: Pvt. John A. Pueschel, Pfc. Claude F. Waldron.

Little River: Sgt. Kenneth H. Tait.

Miami: Sgt. Charles Evans.

Miami Beach: Sgt. Walter Silver.

Nocatee: Pvt. George Summerall.

Plant City: Corp. Alva Cook.

St. Petersburg: Pvt. Linton H. Marczyc.

Tampa: Sgt. Eldon M. Clark, Sgt. Herbert Williams.

★ The Navy announced commendation of 31 Seabees for heroism following an explosion of fuel drums which blew up an ammunition and supply dump at a South Pacific base last November.

Those commended included: Chester Patten, Pensacola.

★ Award of the Distinguished Flying Cross to more than 260 officers and enlisted men of the U. S. Army Ninth Air Force for participation in 25 combat missions against the coast of France was announced by the War Department.

Awards were to the following Floridians:

Howard H. Kaiser, first lieutenant, Tampa.

Harlan H. Godwin, flight officer, Orlando.

Herbert T. Tanner, technical sergeant, Fort Pierce.

Hubert A. Weston, technical sergeant, Greenwood.

Raymond E. Vogel, staff sergeant, Miami.

Israel C. Wynn, staff sergeant, Bartow.

★ Capt. Peyton J. Watson, Jacksonville, holder of the Distinguished Flying Cross and Air Medal, who flew 50 bombing missions as a B-24 Liberator bombardier over China, is being processed through the Army Air Forces redistribution center in Miami Beach, where his next assignment will be recommended.

★ Back from active warfare in the Mediterranean theater, Pvt. Clyde Thornton, paratrooper, Raiford, recently was treated to an old fashioned back-yard barbecue at his home.

Wearer of the Purple Heart, the Raiford paratrooper on one occasion was numbered among 16 surviving members of a large paratroop outfit

which took part in action of an undisclosed nature.

★ Survivors of the outfit which defended gory Hill 260 on Bougainville have formed the 260 Club and agreed to meet on the first post-war March 10, anniversary of the fierce Japanese suicide attack.

Lieut. Col. Dexter Lowry, Tallahas-

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see, who suffered three minor wounds, is president.

★ Lieut. William A. Gatlin, Jacksonville, has been awarded the first Oak Leaf Cluster to his Air Medal for action against the Japs in the Central Pacific.

★ Pfc. Clive W. Boyles, Island Grove, has been given the Combat Infantryman Badge, for exemplary conduct in combat in a major operation. Since starting his overseas duty on May 26, 1942, he has been stationed on New Zealand, Fiji, Guadalcanal, and Empress Augusta Bay, and is a veteran of the New Georgia campaign.

★ Radio operator and gunner on a Flying Fortress at an Eighth AAF Bomber Station in England, Staff Sgt. John A. Lord, 21, Jacksonville, received his first Oak Leaf Cluster to the Air Medal for achievement in battle.

★ Tech. Sgt. Herbert Tanner, Jacksonville, radio gunner of an Eighth Air Force bomber, has been given the Distinguished Flying Cross for service during 25 combat missions against the coast of France. He is also holder of previously awarded Air Medal and Oak Leaf Cluster.

★ Seven awards piled up for a Seventh Army Air Force gunner before he finally was caught on the ground long enough to accept them.

The busy airman was Tech. Sergt. Laywood C. McKendree, 22, Fernandina.

Sergt. McKendree, crew member of a Liberator heavy bomber, was awarded the Distinguished Flying Cross and Three Oak Leaf Clusters for the successful completion of 20 bombing missions against enemy anti-aircraft fire and fighter plane opposition, and the Air Medal and two bronze Oak Leaf Clusters for shooting down three Japanese fighter planes.

★ First Lieut. Peter E. Burtchaell, Jacksonville, has been presented the Air Medal "for meritorious achievement while participating in aerial flights on combat operational missions of a hazardous nature."

★ Seventeen-year-old Jerry Giroir, Jr., Jacksonville, Marine private, has been returned to the States after having served with the leathernecks for one year in the Pacific area. The youthful "veteran" entered the Marines at the age of 15. He held his own with the tough Marine outfit in New Caledonia, the Solomon Islands, Villa LaVilla and Bougainville Islands. A Marine paratrooper, he also saw action on Guadalcanal.

Private Giroir received a citation from the President for his part against the Japs on Bougainville Island.

★ Eugene E. M. Schmidt, Jacksonville, has been promoted to the rank of first lieutenant in the AAF. He is a pilot with an AAF dive-bombing unit, in action in central Italy.

Earlier, he was awarded the Air

Medal for meritorious achievement in flying attacks against enemy gun positions and troop concentrations south of Rome.

★ Coolness and efficiency under fire as a member of a Navy Armed Guard Unit on a merchant ship attacked by enemy aircraft has brought James Herschell White, Jr., Gainesville, an official commendation from the Chief of Naval Operations.

His ship was under constant bombing attack from July 10 to July 14, 1943, while at anchor off Sicily.

★ For barehandedly fighting a fire ignited in an ammunition dump, during an enemy night aerial attack, Marine First Lieut. Ronald A. Brown, Jacksonville, has been awarded a letter of commendation by the commander of the Marine forces in the Cape Gloucester area.

★ Staff Sgt. Jess M. Berrigan, Jacksonville AAF radio operator, who flew 40 missions in a B-26 Flying Fortress over Algeria and Sardinia, now is at the Army Air Forces redistribution center in Miami Beach. He has qualified for preaviation cadet training, preparatory to winning a commission in the Air Corps.

Sgt. Berrigan was awarded the Purple Heart for wounds received in action and the Air Medal with an Oak Leaf Cluster for meritorious achievement.

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## ROAD DEPARTMENT MINUTES

(Continued from page 7)

for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department.

### HAMILTON COUNTY—ROAD 2—PROJECT 3201-104—RIGHT OF WAY

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 2, in Hamilton County, located and surveyed and has designated the same as Project 3201-104 and has prepared a right of way map of said project;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department.

### SANTA ROSA COUNTY—ROAD 594—PROJECT DA-NR 25 B(4554)—RIGHT OF WAY

On motion of Mr. Lindsey, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 594, in Santa Rosa County, located and surveyed and has designated the same as Project DA-NR 25 B(4554) and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department.

### SEMINOLE COUNTY—STREET IN SANFORD—DA-NC 35-A(1)—RIGHT OF WAY

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due authorization,

the State Highway Engineer has had Onora Street in Sanford, in Seminole County, located and surveyed and has designated the same as Project DA-NC 35-A(1) and has prepared a right of way map of said project;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department.

### DUVAL COUNTY—ROAD 139—PROJECT DA-WR 28—RIGHT OF WAY

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, on August 19, 1943, there was certified to the State Highway Engineer Florida Project No. DA-WR 28, for the reconstruction of State Road No. 139, from a point approximately one-half mile north of the Clay-Duval County line to Roosevelt Boulevard, and the construction of a connection road from said State Road No. 139 to State Road No. 3; and

WHEREAS, the State Road Department has met with resistance from certain of the property owners along the route of the said project in the making of preliminary survey of the said project, resulting in litigation in which the legal question is presented as to the authority of the State Road Department to acquire title to the right of way necessary to be acquired for the completion of the project upon the ground that the access portion of the said project is not and has not at any time been legally designated as a State road; and

WHEREAS, the judicial determination of the legal question will delay the work of

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constructing the said access road to the prejudice of the National Defense;

NOW, THEREFORE, BE IT RESOLVED that the Chairman of the State Road Department be authorized to certify under the provisions of the Defense Highway Act of 1941 to the Federal Works Administrator that the State Road Department is unable to obtain possession of and the right to enter upon and use the required rights of way, lands or interest in lands as may be required for the said project with sufficient promptness to permit of the expeditious construction of the said road, and to request the said Federal Works Administrator to acquire in the name of the United States such rights of way, lands or interest in lands as may be required for the said project.

#### WELCOME TO SANFORD AND SEMINOLE COUNTY

Mayor Higgins of Sanford, Representatives M. B. Smith and L. B. Mann of Seminole County, and Mr. E. E. Brady spoke in turn to welcome the visitors to Sanford and Seminole County, expressed their pleasure at the Road Board's coming there to hold this meeting, and extended their wishes for a most pleasant visit in their city. They stated that they would make no requests at this time.

#### DELEGATIONS AND REQUESTS Brevard County

The following delegation came from Brevard County: Representative L. C. Crofton, L. F. Boyle, former State Attorney, C. Sweet Smith and Arthur A. Dunn, County Commissioners. Mr. Crofton as spokesman requested the Department to take over the Mathers Bridge on State Road 219. He stated that it is a toll bridge, approximately 900 feet in length, appraised by the Road Department engineers as worth more than \$12,000 without the light plant. He made the Department an offer of the bridge, including the light plant, for the sum of \$12,000, the county to guarantee the right of way from the bridge to the Eau Gallie Beach road.

He also requested Road 119 and Road 140 from Wilson to Playalinda Beach and Chester Shoals Coast Guard Station to be paved immediately, to be paid for from Brevard County's Second Gas Tax, as already set up in the budget.

#### Orange County

The delegation from Orange County included Wm. Beardall, Mayor of Orlando, E. D. Cook, Chairman of the County Commissioners, G. B. Fishback, Attorney for County Commissioners, A. C. Slaughter, Manager of Chamber of Commerce, and Harry P. Leu.

Mr. Slaughter requested serious consideration to a cross-state highway from the Atlantic to the Gulf, and filed map of proposed route. Mayor Beardall endorsed this request, taking the position that such a highway would be a great asset to the State highway system. He also spoke in behalf of Roads 22 and 44, both of which he considered important to Orange County. Mr. Cook and Mr. Leu supported the cross-state highway and Mr. Leu spoke also in behalf of the Cheney Highway.

Mr. Crofton and Mr. Smith from Brevard County endorsed this cross-state project and stated that Brevard County would join in getting the right of way for the highway, and Mr. Smith asked for a survey from Cocoa to the Orange County line.

#### Palm Beach County

Commissioners A. A. Poston, John Prince and Doyle W. Crocker, and their Attorney Henry F. Lilienthal were present from Palm Beach County.

Mr. Poston asked for a survey of U. S. Highway No. 1 through Palm Beach County at the earliest possible time, in order that the right of way may be secured. He stated that things are being planned for the Post War program along this highway and that the right of way will be much harder to secure later. He also asked for action on Road 25 from Hendry County line to South Bay.

#### Scenic Highlanders

Mr. John D. Clark, President of the Scenic

Highlanders, thanked the Board for the building of Road 8 which is about completed, and which is highly pleasing to the residents of that section. He also spoke in behalf of a main highway running north and south through the middle of the State, to be built as a part of the National Post War program. He urged the importance of this latter project and asked that be given an opportunity to work with the Department on this matter when the same may be given consideration.

#### APPROVAL OF PURCHASE OF DAVIS CAUSEWAY

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, on the 10th day of March, 1944, at the hour of noon, the sum of \$1,085,000 was paid by the State Road Department to the Tampa-Clearwater Bridge Company as the purchase price of the toll road and bridge spanning Old Tampa Bay, known as the Davis Causeway, and deed of conveyance to the said bridge and causeway from the said bridge company to the State Road Department was delivered, and the said bridge and causeway was formally declared toll free; and

WHEREAS, the vesting of the fee simple title to the said bridge and causeway and all of the lands and appurtenances thereto appertaining was approved by the Attorney for the Department upon the recordation of the said deeds of conveyance in accordance with law.

NOW, THEREFORE, BE IT RESOLVED, that all things done in connection with the

purchase of the said bridge and causeway and the freeing of the same from tolls on March 10, 1944 at noon by the Chairman and the Secretary of the State Road Department be, and the same are hereby approved, affirmed and ratified.

#### MATHERS BRIDGE—NEGOTIATIONS FOR PURCHASE

On motion of Mr. Ward, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, the State Road Department does consider it advisable for the development and perfection of the State Highway System to purchase a certain toll bridge known as the Mathers Bridge now constructed across Banana River and upon and along the route of State Road No. 219, in Brevard County, Florida; and

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WHEREAS, the said toll bridge is now owned and operated by the heirs and legal representatives of J. R. Mathers, deceased, as a toll bridge, and the said owners have expressed their willingness and desire to sell the said toll bridge together with all of the machinery, tools, power plant, appliances, fixtures, buildings and other accessories now used and employed in connection with the operation and maintenance of the bridge;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman of the State Road Department is hereby authorized and directed to negotiate with the owners of the said bridge for the purchase thereof at a sum or price not to exceed \$12,000.00, including all machinery, appliances, equipment, fixtures, buildings, vehicles and other accessories now used and employed in connection with the operation and maintenance of the bridge, the said price to be paid out of the "80 percent surplus" Second Gasoline Tax Fund accruing to the State Road Department to the credit of Brevard County, and the Chairman is further authorized to enter into such undertakings, agreements and commitments as he may consider advisable and proper in the premises, and to execute in the name of the Department and under its common seal, all such agreements, contracts or other instruments in writing necessary to be executed to perfect the said transaction, and that diligent effort be made to consummate the above by June 1, 1944.

#### BREVARD COUNTY—STATE ROADS 119 and 140

On motion of Mr. Ward, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, Brevard County, through its Board of County Commissioners, has requested that the sum of \$5,000.00 of the "80 percent Surplus Fund" of the Second Gasoline Tax accruing to the State Road Department to the credit of Brevard County be allocated to and spent as a part of the costs of resurfacing State Road 119 from Titusville Beach west for 6.2 miles and also that section of State Road 140 from its junction with 119 southeast 3.8 miles to the Coast Guard Station; and

WHEREAS, the State Road Department considers it advisable for the development of the State Highway System that the work of resurfacing indicated be done.

NOW, THEREFORE, BE IT RESOLVED, that the sum of \$5,000.00 of the "80 percent Surplus Fund" Second Gasoline Tax accruing to the Department to the credit of Brevard County be applied toward the cost of resurfacing State Road 119 from Titusville Beach west for 6.2 miles and also that section of State Road 140 from its junction with 119 southeast 3.8 miles to the Coast Guard Station, the remainder of the costs of the work to be paid by the Department.

BE IT FURTHER RESOLVED, that the County of Brevard, may at its option, pay its portion of the costs of the work in the sum of \$5,000.00 out of any other fund which it may have expendable for such purpose in substitution of the Surplus Gasoline Tax Fund.

#### RE-LOCATION OF ROAD 52 THROUGH CITY OF GRACEVILLE

The Secretary brought to the attention of the Member a resolution received from the City Council of Graceville, Jackson County, Florida, requesting the Department to divert State Road 52 from its present location through the center of the main business district of Graceville, to another route suggested by said resolution, and pledging the city to assume the maintenance and upkeep of the streets over which the road now runs.

On motion of Mr. Ward, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED, that in compliance with request of the City Council of the City of Graceville, Florida, the location of State Road 52 through said city shall be designated as follows: Main Street from the South boundary or corporate line of said city of Graceville to 4th Street and thence over

Cotton Street from said 4th Street to the point near the North corporate line of said City of Graceville where the said Cotton Street and Brown Street merge, and State Road No. 123 shall be extended from Brown Street to Cotton Street in said city, to form a connecting link; all upon condition that the City of Graceville does assume the maintenance and upkeep of Railroad Street and Brown Street, and White Street between Brown Street and Cotton Street, and does hereby relieve the Department from any and all other and further obligation with respect to the maintenance and upkeep thereof.

#### RESOLUTION OF THANKS

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was unanimously adopted:

BE IT RESOLVED, that the members of this Board have thoroughly enjoyed the cordial hospitality extended to us and to the officials of the Department in attendance at this meeting, and we wish this expression of our sincere appreciation to Mayor Higgins and others of the City of Sanford, to Chairman Dyson and his Board of County Commissioners, to Representatives Smith and Mann of Seminole County, and to the Chamber of Commerce and others, to be recorded

in the minutes of this meeting, and a copy to be furnished to the Sanford Herald.

#### ADJOURNMENT

The members agreed to hold the next meeting on May 15, at Miami, and the meeting was adjourned.

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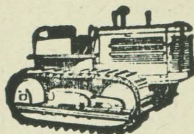
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